2003

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

03

Alleghany County
Town of Clifton Forge
City of Covington
Town of Iron Gate

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					Alle	gnany Maintena	nce Area	1							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Alleghany County				-											
	0.42	200	G	97%	1%	Craig County Li	ne 0%	0%	С	0.117	F	0.5	210	G	2003
18	0.43	200	G	91 /0	1 /0			0 /0	C	0.117	•	0.5	210	G	2003
	2.82	250	G	From: 97%	1%	03-607 Potts Cre 1% 0%	eek 0%	0%	F	0.107	F	0.533	260	G	2003
18	2.02	250	G	9170	1 70		070	U70	Г	0.107	г	0.555	200	G	2003
	7.02	930	G	From:	10/	03-608	00/	00/	F	0.000	F	0.606	040	G	2002
18	7.93	930	G	97%	1%	1% 1%	0%	0%	Г	0.098	Г	0.686	940	G	2003
	2.20	4600	G	From:	10/	03-614 Near An		00/	С	0.007	F	0.725	1700		2002
18	3.20	1600	G	97%	1%	1% 1%	0%	0%	C	0.097	Г	0.735	1700	G	2003
	4.04	4000		From:	40/	03-657	00/	00/		0.000		0.740	0000		0000
18	4.04	1900	G	97% To:	1%	1% 1% SCL Covingto	0%	0%	F	0.090	F	0.746	2000	G	2003
						SCL Covingto	П								
City of Covington				From:		SCL Covingto	n	1							
18 Indian Valley	0.37	3000	G	98%	1%	1% 0%	0%	0%	F	0.099	F	0.694	3200	G	2003
				To		S Pitzer Ridge	<u>;</u>								
(18) S Carpenter D	r 0.44	4800	G	98%	1%	1% 0%	0%	0%	С	0.094	F	0.639	5200	G	2003
				To:		Gordon Street									
C Carranter D	. 0.24	C400	_	From:	40/	East Gordon Str		00/	_	0.004	_	0.04	0000	_	2002
18 S Carpenter D	or 0.31	6100	G	98%	1%	1% 0% Edgemont Driv	0% /e	0%	F	0.091	F	0.64	6600	G	2003
				From:		Duyant Road E									
(18) Carpenter Driv	<i>y</i> e 1.20	4200	G	96%	1%	1% 2%	0%	0%	С	0.164	F	0.552	4500	G	2003
				To:		US 220 Madison	St								
Town of Iron Gate															
	0.88	7400	G	92%	0%	Alleghany County 1% 1%	Line 6%	0%	F	0.08	F	0.518	7800	G	2003
42 220	0.00	7400	G	92 /0 To:	0 70	CL Iron Gate		0 /6		0.00	•	0.516	7000	G	2003
All 1 C 4						CE Hon Gue									
Alleghany County				From:		CL Iron Gate									
(42)(220)	0.66	7400	N	92%	0%	1% 1%	6%	0%	Ν	0.08	Ν	0.518	7800	Ν	2003
\bigcirc				To: From:		BUS US 220		ŀ							
42) [220]	0.61	6300	G	92%	0%	1% 1%	6%	0%	F	0.074	F	0.501	6700	G	2003
\bigcirc				To: From:		BUS US 60, US	220	1							
Bus	0.47	8300	G	88%	1%	1% 1%	9%	0%	С	0.081	F	0.501	8400	G	2003
42 60	0.47	0300	•	To:	1 /0	03-670	370	0 70	C	0.001	•	0.501	0400	U	2003
				From:		BUS US 60									
(42) (670)	0.50	1900	R							NA			NA		1999
<u> </u>				To: From:		BUS US 60; SR	632								
(42) (632)	0.83	1200	R							NA			NA		07/11/200
				To: From:		03-639									
(42) (632)	0.48	1600	R							NA			NA		1999
$\overline{}$				To: From:		SR 269; SR 63 RT 269 & RT 6									
(12) (260)	0.18	1200	G	94%	1%	2% 3%	0%	0%	С	0.094	F	0.509	1200	G	2003
42 269	0.10	00	•	To:	. 70	SR 269;I-64	370	- 70	Ü	0.50 /	•	0.500	00	-	_500
		_		From:		SR 269							_		
(42)	4.89	970	G	95%	1%	1% 1%	2%	0%	С	0.096	F	0.55	990	G	2003
				To:		Bath County Li									
	4.00			From:	-	West Virginia State		ffic velo	mc '	imata- f-	n thi-	00cm==1			
60 64	1.83	11000	C	7E0/		ee I-64 for direct					л (MS	segment.		C	
	Combined Traffic:	1 1000	G	75%	1%	1% 1%	22%	1%	F	NA			10000	G	
	5.00			From:		F-198	ional to	ffic vest	me '	imate- f	m #l=!-	000			
[60] [64]	5.33	44000	_	750/		ee I-64 for direct					or this	segment.		_	
	Combined Traffic:	11000	G	75%	1%	1% 1%	22%	1%	F	NA			10000	G	
				101		03-661									

Route	ı	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Alleghany County					From:		02 ((1									
		2.85					03-661 ee I-64 for directi	onal traff	ic volum	o oct	mates fo	r thic	coamont			
60 64	0		40000	_	750/							ııııs	segment.	0000	0	
	Combined ⁷	I raffic:	10000	G	75%	1%	1% 1% US 60, SR 159	22%	1%	F	NA			9600	G	
					From:		W I-64 Callagha									
		0.40	3300	G	93%	1%	1% 4%	2%	0%	С	0.088	F	0.741	3300	G	2003
[60]		0.40	3300	G	93 /0	1 /0	170 470	2 /0	0 /0	C	0.000		0.741	3300	G	2000
~~~					From:		E I-64									
(60)		4.29	2400	G	88%	1%	2% 3%	6%	0%	С	0.09	F	0.737	2400	G	2003
$\smile$					To:		WCL Covingtor	1								
City of Covington																
					From:		WCL Covingtor	1								
60 N Monroe A	venue	0.09	4800	G	98%	0%	1% 0%	0%	0%	F	0.088	F	0.648	5200	G	2003
					To:		SR 154 W Riversid	o St								
N Monroe A	venue	0.14	5000	G	98%	0%	1% 0%	0%	0%	F	0.097	F	0.509	5400	G	2003
60 N Monroe A	voi iuc	U. 1 <del>-1</del>	5500	9	JU /0	J /0	170 070	J /0	U /U	1	0.031	'	0.508	J <del>-1</del> 00	J	2000
~~~					From:		W Locust Street									
60 S Monroe A	venue	0.43	6100	G	98%	0%	1% 0%	0%	0%	С	0.092	F	0.539	6600	G	2003
\sim					To:		E Oak Street		 -							
60 S Monroe Av	venue	0.40	6700	G	98%	0%	1% 0%	0%	0%	F	0.090	F	0.54	7200	G	2003
3				•	To:	- 70	US 220 S Alleghan			•	5.500	•	3.31	00	_	_000
					From:		US 220 S Alleghany									
60 E Madison A	Avenue	0.12	14000	G	98%	0%	1% 0%	0%	0%	F	0.081	F	0.525	15000	G	2003
					Te-											
Cant Maril	n Ctrast	0.00	45000		From:	40/	S Highland Ave		00/		0.004	_	0.5	10000		2000
60 East Madiso	on Street	0.26	15000	G	93%	1%	1% 1%	4%	0%	С	0.091	F	0.5	16000	G	2003
					From:		SR 18 Carpenter	St								
60 E Madison S	Street	0.46	13000	G	92%	1%	1% 1%	5%	0%	С	0.092	F	0.506	14000	G	2003
					To:		ECL Covington	1								
Alleghany County																
Aneghaniv County					From:		ECL Covington	1								
60		0.64	14000	G	92%	1%	1% 1%	5%	0%	F	0.086	F	0.543	15000	G	2003
60																
~~~		0.00	44000		From:	40/	US 220		-00/		0.000		0.540	45000		
[60]		0.08	14000	N	92%	1%	1% 1%	5%	0%	Ν	0.086	N	0.543	15000	N	2003
~					To: From:		I-64 East of Coving	-								
		4.81			110	S.	US 60; US 220 ee I-64 for directi		io volum	o oot	mataa fa	r thio	acamont			
60 (64)				_									-	40000	_	
	Combined ⁻	raffic:	19000	G	75%	1%	1% 1%	22%	1%	F	0.074	F	0.523	18000	G	
					To:											
60 (64)					From:		03-696									
		2.37			From:	Se	03-696 ee I-64 for directi	onal traff	fic volum	e est	mates fo	r this	segment.			
	Combined ⁻		20000	G	75%		ee I-64 for directi		fic volum				-	18000	G	
	Combined ⁻		20000	G	75%	1%	ee I-64 for directi 1% 1%	22%	1%		mates fo 0.071		-	18000	G	
~~	Combined ⁻	Traffic:	20000	G		1% US US 60	ee I-64 for direction 1% 1% 1% 0 BUS US 220 West	22% of Clifton	1% Forge	F	0.071	F	0.509	18000	G	
60 64		Traffic:			From: BI	1% <u>US US 60</u> Se	ee I-64 for directi 1% 1% 0 BUS US 220 West ee I-64 for directi	22% of Clifton onal traff	1% Forge fic volum	F e est	0.071 mates fo	F r this	0.509			
60 64	Combined Combined	Traffic:		G G	To Bl	1% US US 60	ee I-64 for directi 1% 1% 0 BUS US 220 West ee I-64 for directi 1% 1%	22% of Clifton onal traff 22%	1% Forge	F e est	0.071 mates fo	F	0.509	18000	G G	
60 64		Traffic:			From: BI	1% <u>US US 60</u> Se	ee I-64 for directi 1% 1% 0 BUS US 220 West ee I-64 for directi	22% of Clifton onal traff 22%	1% Forge fic volum	F e est	0.071 mates fo	F r this	0.509			
	Combined ⁻	Traffic:			75% To:	1% <u>US US 60</u> Se	ee I-64 for directing 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% WCL Clifton For	of Clifton onal traff 22% ge	1% Forge fic volum	F e est	0.071 mates fo	F r this	0.509			
Fown of Clifton Fo	Combined ⁻	Traffic: 1.11 Traffic:			To Bl	1% US US 60 Se 1%	ee I-64 for directing 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1%	22% of Clifton onal traff 22% ge	1% Forge fic volum 1%	F ne est F	0.071 mates fo 0.076	r this	0.509 segment.			
	Combined Torge	1.11 Traffic:  1.55	15000		75% To:	1% US US 60 Se 1%	ee I-64 for directing 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% WCL Clifton For	22% of Clifton onal traff 22% ge	1% Forge fic volum 1%	F ne est F	0.071 mates fo 0.076	r this	0.509 segment.			
Cown of Clifton Fo	Combined ⁻	1.11 Traffic:  1.55	15000		75% To:	1% US US 60 Se 1%	pee I-64 for directing 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1%	22% of Clifton onal traff 22% ge	1% Forge fic volum 1%	F le est F	mates fo 0.076	r this	0.509 segment.			
Cown of Clifton Fo	Combined Torge	1.11 Traffic:  1.55	15000	G	75% To:	1% US US 66 Se 1%	pee I-64 for directing 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1%	of Clifton onal traff 22% ge ge onal traff 22%	1% Forge Fic volum 1% Fic volum	F le est F	mates fo 0.076	r this F	0.509 segment.	14000	G	
Fown of Clifton Fo	Combined Combined	1.11 Traffic:  1.55	15000	G	75% To BI	1% US US 66 Se 1%	pee I-64 for directing 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% WCL Clifton For WCL Clifton For the I-64 for directing 1% 1% 1% 1%	of Clifton onal traff 22% ge ge onal traff 22%	1% Forge Fic volum 1% Fic volum	F le est F	mates fo 0.076	r this F	0.509 segment.	14000	G	
Fown of Clifton Fo	Combined Combined	1.11 Traffic:  1.55	15000	G	75% To BI	1% US US 66 Se 1%	ee I-64 for directing 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% WCL Clifton Forwer I-64 for directing 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1%	of Clifton onal traff 22% ge ge onal traff 22% ge	1% Forge Fic volum 1% Fic volum	F le est F	mates fo 0.076	r this F	0.509 segment.	14000	G	
Fown of Clifton Fo	Combined Combined	1.11 Traffic:  1.55	15000	G	75% To:  From:  75% To:	1%  See 1%  See 1%	ee I-64 for directing 1% 1% 1% 1% 18 20 West ee I-64 for directing 1% 1% WCL Clifton Formula 1% 1% ECL Clifton Formula 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1%	22% of Clifton onal traff 22% ge ge onal traff 22% gee	1% Forge ic volum 1% fic volum 1%	F e est e est	0.071 mates fo 0.076 mates fo 0.076	r this F r this F	o.509 segment.	14000	G	
Fown of Clifton Fo	Combined Combined	Traffic:  1.11 Traffic:  1.55 Traffic:  0.97	15000	G G	75% To:  From  From  From  75% To:  From  75%	1%  See 1%  See 1%  See 5% See	ee I-64 for directing 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1%	22% of Clifton onal traff 22% ge ge onal traff 22% ge onal traff	1% Forge fic volum 1% fic volum 1%	F e est e est F	mates fo 0.076  mates fo 0.076  mates fo mates fo	r this r this r this	o.509 segment.	14000	G	
Fown of Clifton Fo	Combined Combined	Traffic:  1.11 Traffic:  1.55 Traffic:  0.97	15000	G	75% From:  75% To:  From:  75% To:  75%	1%  See 1%  See 1%	pee I-64 for directing 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% WCL Clifton Formula 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1%	of Clifton onal traff 22% ge ge onal traff 22% ge onal traff 22% ge onal traff 22%	1% Forge ic volum 1% fic volum 1%	F e est e est F	mates fo 0.076 mates fo 0.076	r this F r this F	o.509 segment.	14000	G	
Fown of Clifton Fo	Combined Combined	Traffic:  1.11 Traffic:  1.55 Traffic:  0.97 Traffic:	15000	G G	75% To:  From  From  From  75% To:  From  75%	1% US US 66 See 1% See 1% See 1%	pee I-64 for directing 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1%	of Clifton onal traff 22% ge ge onal traff 22% ge onal traff 22% ge onal traff 22% 60	1% Forge fic volum 1% fic volum 1% fic volum 1% fic volum 1%	e est F e est F	0.071 mates fo 0.076 mates fo 0.076 mates fo 0.076	F r this F r this F	segment. segment.	14000	G	
Fown of Clifton Fo	Combined Combined	Traffic:  1.11 Traffic:  1.55 Traffic:  0.97	15000	G G	75% From:  75% To:  From:  75% To:  75%	1% US US 66 See 1% See 1% See 1%	pee I-64 for directing 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% WCL Clifton Formula 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1%	of Clifton onal traff 22% ge ge onal traff 22% ge onal traff 22% ge onal traff 22% 60	1% Forge fic volum 1% fic volum 1% fic volum 1% fic volum 1%	e est F e est F	0.071 mates fo 0.076 mates fo 0.076 mates fo 0.076	F r this F r this F	segment. segment.	14000	G	
Fown of Clifton Fo  60 64  Alleghany County  60 64	Combined Combined	Traffic:  1.11 Traffic:  1.55 Traffic:  0.97 Traffic:  1.78	15000 15000	G G	75% From:  75% To:  From:  75% To:  75%	1% US US 66 See 1% See 1% See 1%	pee I-64 for directing 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1%	of Clifton onal traff 22% ge ge onal traff 22% ge onal traff 22% ge onal traff 22% 60	1% Forge fic volum 1% fic volum 1% fic volum 1% fic volum 1%	e est F e est F	0.071 mates fo 0.076 mates fo 0.076 mates fo 0.076	F r this F r this F r this F	segment. segment.	14000	G	

See   1-94   Combined Traffic:							AllC		viali il Ci iai									
Second   S	Route	L	ength	AADT	QA	4Tire	Bus					()(,		QK		AAWDT	QW	Year
See   See   Fee   For directional traffic volume estimates for this segment.   See   See   Fee   For directional traffic volume estimates for this segment.   See   See   Fee   For directional traffic volume estimates for this segment.   See   See   Fee   For directional traffic volume estimates for this segment.   See   See   Fee   For directional traffic volume estimates for this segment.   See   See   Fee   For directional traffic volume estimates for this segment.   See   See   Fee   For   See	lleghany County					F												
Combined Traffic   9000   G   75%   1%   1%   1%   22%   1%   F   0.075   F   0.535   8400   G	~ ~					From:												
Size   See														r this	segment.			
See   1-84 for directional traffic value estimates for this segment.   Combined Traffic.   See   1-84 for directional traffic value estimates for this segment.   Combined Traffic.   See   1-84 for directional traffic value   See   S	~ ~	Combined T	raffic:	9000	G	75%	1%	1%	1%	22%	1%	F	0.075	F	0.535	8400	G	
Combined Traffic:   8800   G   75%   1%   1%   12%   22%   1%   F   0.072   F   0.527   8200   G						To- From:			SR 269									
Combined Traffic:   8800   G   75%   1%   1%   1%   22%   1%   F   0.072   F   0.527   8200   G	60 64		5.34				S	ee I-64 1	for directi	ional tra	ffic volu	me est	imates fo	r this	segment.			
No.		Combined T	raffic:	8800	G	75%	1%	1%	1%	22%	1%	F	0.072	F	0.527	8200	G	
0.044 9200 G 97% 0% 1% 1% 1% 0% C 0.099 F 0.611 9400 G 200    WCL Cliffon Force   WCL						To:		Rockbric	dge County									
Both	Rue					From:		I_e	54 SR 384									
WCL Cliffon Forge   WCL			0 44	9200	G	97%	0%			1%	0%	С	0.099	F	0.611	9400	G	2003
WCL Cithon Force   WCL Cithon	50)		0.11	0200			070					Ŭ	0.000	•	0.011	0.00	Ū	2000
Substract   0.27   9000   G   96%   0%   1%   2%   1%   0%   F   0.088   F   0.646   9100   G   200								Web	Ciritori I C	- 50								
Second   Street   Color   Street   Col		e				From:		WCI	Clifton For	rge								
Second   S	~~	ot .	0.27	9000	G	96%	Λ%			_	Λ%	F	0.088	E	0.646	0100	G	2003
1985   Ridgeway Street   0.61   9900   G   96%   0%   1%   2%   1%   0%   C   0.093   F   0.622   10000   G   2000     1985   Ridgeway Street   0.14   6100   G   96%   0%   1%   2%   1%   0%   F   0.101   F   0.635   6200   G   2000     1985   Ridgeway Street   0.14   6100   G   97%   0%   1%   1%   1%   0%   F   NA   11000   G     1986   Ridgeway Street   0.07   6100   N   96%   0%   1%   2%   1%   0%   N   0.101   N   0.635   6200   N   2000     1986   Ridgeway Street   0.07   6100   N   96%   0%   1%   2%   1%   0%   N   NA   11000   N     1986   Nain Street   0.26   7300   G   97%   0%   1%   1%   1%   0%   C   0.091   F   0.512   7400   G   2000     1986   Ridgeway Street   0.06   7300   G   97%   0%   1%   1%   1%   0%   C   0.099   F   0.501   7400   G   2000     1986   Ridgeway Street   0.06   7300   G   97%   0%   1%   1%   1%   0%   C   0.099   F   0.535   6300   G   2000     1986   Ridgeway Street   0.06   7300   G   96%   0%   1%   1%   1%   0%   C   0.099   F   0.535   6300   G   2000     1986   Ridgeway Street   0.06   7300   G   96%   0%   1%   1%   1%   0%   C   0.099   F   0.535   6300   G   2000     1986   Ridgeway Street   0.06   7300   G   96%   0%   1%   1%   1%   0%   C   0.099   F   0.535   6300   G   2000     1986   Ridgeway Street   0.06   7300   G   96%   0%   1%   1%   1%   0%   0%   C   0.090   F   0.552   8900   G   2000     1986   Ridgeway Street   0.07   700   G   96%   0%   1%   1%   1%   0%   0%   F   0.09   F   0.552   8900   G   2000     1986   Ridgeway Street   0.05   7100   G   97%   0%   1%   1%   1%   0%   0%   F   0.09   F   0.555   8900   G   2000     1986   Ridgeway Street   0.05   7100   G   97%   0%   1%   1%   1%   0%   0%   F   0.09   F   0.552   8900   G   2000     1986   Ridgeway Street   0.05   7100   G   97%   0%   1%   1%   1%   0%   0%   F   0.09   F   0.552   8900   G   2000     1986   Ridgeway Street   0.05   7100   G   97%   0%   1%   1%   1%   0%   0%   F   0.085   F   4700   G   2000     1986   Ridgeway Street   0.07   4700   G   97%   0%   1%   1%   1%	ou rangeway our	.Ci	0.27	3000	J	30 70	070			170	070	'	0.000	'	0.040	3100	J	2000
Ridgeway Street   0.61   990   G   96%   0%   1%   2%   1%   0%   C   0.093   F   0.622   10000   G   200	Bus					From:			6Th St									
Rosbury Street   0.14   6100   G   96%   0%   1%   2%   1%   0%   F   0.101   F   0.635   6200   G   200	~~	et	0.61	9900	G	96%	0%	1%	2%	1%	0%	С	0.093	F	0.622	10000	G	2003
Substitute   0.14   6100   G   99%   0%   1%   2%   1%   0%   F   0.101   F   0.635   6200   G   200	-					To:		n	ovbur Ct									
Combined Traffic: 11000				_		From:		K	oxoury St				_					
Combined Traffic:   1000   N   96%   0%   1%   2%   1%   0%   N   N   N   N   N   N   N   N   N	₆₀ ≀ Ridgeway Stre	et	0.14	6100	G	96%	0%	1%	2%	1%	0%	F	0.101	F	0.635	6200	G	2003
Second   Process   Proce	~	Combined T	raffic:	11000	G	97%	0%	1%	1%	1%	0%	F	NA			11000	G	
Sign   Principle   Sign   Si						To:		Com	mercial Ax	ve								
Combined Traffic: 11000 N 97% 0% 1% 1% 1% 0% N NA 11000 N N 97% 0% 1% 1% 1% 0% N NA 11000 N N NA 110000 N N NA 11000 N N NA 11000 N N NA 11000 N N N	~~		o o=				201						0.45:		0.00=			
Main Street   0.26   7300   G   97%   0%   1%   1%   1%   0%   C   0.091   F   0.512   7400   G   200					N									N	0.635		N	2003
No.   Nation Street   0.26   7300   G   97%   0%   1%   1%   1%   0%   C   0.091   F   0.512   7400   G   200		Combined T	raffic:	11000	N		0%			1%	0%	N	NA			11000	N	
Main Street   0.26   7300   G   97%   0%   1%   1%   1%   0%   C   0.091   F   0.512   7400   G   200																		
B St   Street   Str	~~		0.26	7200	_		00/			10/	00/	0	0.001	_	0.510	7400	_	2002
Sus	60 Main Street		0.26	7300	G	97%	0%	170	170	170	0%	C	0.091	Г	0.512	7400	G	2003
Main Street 0.06 7300 G 97% 0% 1% 1% 1% 0% F 0.079 F 0.501 7400 G 200    Sus	Rue					To- From:			B St									
US 220 Bus   ECL Clifton Forge   US 220 Bus   ECL Clifton Forge   US 220 Bus   ECL Clifton Forge   ECL Clifton Forge   US 220 Bus   ECL Clifton Forge	~~		0.06	7300	G	97%	0%	1%	1%	1%	0%	F	0.079	F	0.501	7400	G	2003
Section   Sect	00)																	
Section   Sect	Bus					From:		U	S 220 Bus									
Section Forge   Section Forg	60		0.87	6200	G	98%	0%	1%	1%	1%	0%	С	0.099	F	0.535	6300	G	2003
Saus   From						To:		ECL	Clifton For	rge								
Sus	lleghany County																	
Sus						From:		ECL	Clifton For	rge								
Sus	60		0.34	5100	G	96%	0%	1%	1%	1%	0%	С	0.090	F	0.5	5200	G	2003
0.47 8300 G 88% 1% 1% 1% 9% 0% C 0.081 F 0.501 8400 G 200  0.19 8700 G 88% 1% 1% 1% 9% 0% F 0.079 F 0.525 8900 G 200  0.19 8700 G 88% 1% 1% 1% 1% 9% 0% F 0.079 F 0.525 8900 G 200  0.19 8700 G 88% 1% 1% 1% 1% 0% F 0.079 F 0.525 8900 G 200  0.19 8700 G 97% 0% 1% 1% 1% 0% F 0.09 F 0.956 7200 G 200  0.19 8700 G 97% 0% 1% 1% 1% 0% F 0.09 F 0.956 7200 G 200  0.19 8700 G 97% 0% 1% 1% 1% 0% F 0.09 F 0.956 7200 G 200  0.19 8700 G 200  0.19 8700 G 97% 0% 1% 1% 1% 0% F 0.09 F 0.956 7200 G 200  0.19 8700 G 200  0.19 8700 G 97% 0% 1% 1% 1% 0% F 0.085 F 4700 G 200  0.19 8700 G 97% 0% 1% 1% 1% 0% F 0.085 F 4800 G 200  0.19 8700 G 97% 0% 1% 1% 1% 0% F 0.085 F 4800 G 200  0.19 8700 G 97% 0% 1% 1% 1% 0% F 0.085 F 4800 G 200  0.19 8700 G 97% 0% 1% 1% 1% 0% F 0.085 F 4800 G 200  0.19 8700 G 97% 0% 1% 1% 1% 0% F 0.085 F 4800 G 200  0.19 8700 G 97% 0% 1% 1% 1% 0% F 0.085 F 4800 G 200  0.19 8700 G 97% 0% 1% 1% 1% 0% F 0.085 F 4800 G 200  0.19 8700 G 97% 0% 1% 1% 1% 0% F 0.085 F 4800 G 200  0.19 8700	<b>→</b>					To			LIS 220									
Bus   Salus	~~					·												
0.19 8700 G 88% 1% 1% 1% 9% 0% F 0.079 F 0.525 8900 G 200    Now of Clifton Forge   Ridgeway St   Start   Star	60 }		0.47	8300	G	88%	1%	1%	1%	9%	0%	С	0.081	F	0.501	8400	G	2003
0.19 8700 G 88% 1% 1% 1% 9% 0% F 0.079 F 0.525 8900 G 200    Now of Clifton Forge   Ridgeway St   Start   Star	<del>~</del>					To-			03-670									
To   I-64 US 60			0.40	0700	_		40/			00/	00/	_	0.070	г	0.505	0000	0	2000
Roxbury Street   0.05   7100   G   97%   0%   1%   1%   1%   0%   F   0.09   F   0.956   7200   G   200	60 5		0.19	8700	G		1%			9%	0%	F	0.079	F	0.525	8900	G	2003
Roxbury Street 0.05 7100 G 97% 0% 1% 1% 1% 0% F 0.09 F 0.956 7200 G 200 Combined Traffic: NA	-					1.0.		I-	04 US 60									
Roxbury Street 0.05 7100 G 97% 0% 1% 1% 1% 0% F 0.09 F 0.956 7200 G 200 Combined Traffic: NA		e				Erow:		Tr. 1	1 6		-							
Combined Traffic: NA  To: Kesswick St  From: Roxbury St  Roxbury St  Combined Traffic: 11000 G 97% 0% 1% 1% 1% 0% C 0.085 F 4700 G 200  Combined Traffic: 11000 G 97% 0% 1% 1% 1% 0% F NA	Boxbur Ctro		0.05	7400	_	<u> </u>	00/			40/	Ω0/	_	0.00	_	0.050	7000	_	2000
Name of Combined Traffic: 11000   Name of Combined Traffic: Name of Co	60 Roxbury Street	l O			G	91%	U%	1%	170	170	U%	F		Г	0.956		G	2003
Roxbury St   Rox			rattic:	NA		To		**	110				NΑ			NΑ		
Kesswick Street   0.14   4600   G   97%   0%   1%   1%   1%   0%   C   0.085   F   4700   G   200	Rue																	
Combined Traffic: 11000 G 97% 0% 1% 1% 1% 0% F NA 11000 G  To Main St  Bus  Main Street 0.07 4700 G 97% 0% 1% 1% 1% 0% F 0.085 F 4800 G 200  Combined Traffic: 11000 N 97% 0% 1% 1% 1% 0% N NA 11000 N		<b>⊆</b> t	0.14	4600	G	<u> </u>	0%			1%	0%	$\mathbf{c}$	0 085	F		4700	G	2003
Main St State	On Lesswick Stie													Γ.				2003
Sus   From   Kesswick St		Combined I	rattic:	11000	G		υ%			1%	υ%	F	NΑ			11000	G	
Main Street 0.07 <b>4700 G</b> 97% 0% 1% 1% 1% 0% F 0.085 F 4800 G 200 Combined Traffic: <b>11000 N</b> 97% 0% 1% 1% 1% 0% N NA 11000 N	Rue																	
Combined Traffic: <b>11000 N</b> 97 <u>% 0% 1% 1% 1% 0%</u> N NA 11000 N	~~		0.07	4700	G	<u> </u>	በ%			1%	በ%	F	0 085	F		4800	G	2003
	To 1													'				2000
		Combined I	ramc:	11000	N	97% To:	υ%				υ%	IN	INA			11000	IN	

					Alle	eghany N	1aintenar	nce Area	а							
Route	Longth	AADT	QA	4Tire	Bus		Tru	uck		QC	K	QK	Dir	AAWDT	O\\\	Year
Noute	Length	AADI	ŲΑ	41116	bus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	ŲΝ	Factor	AANDI	QVV	ı cal
Alleghany County				From:		Wast Vir	ginia State	Lina	1							
East 64	1.83	6100	G	76%	1%	1%	1%	21%	1%	F	0.073	F		5600	G	2003
04)	Combined Traffic:	11000	G	75%	1%	1%	1%	22%	1%	F	NA			10000	G	
				To:			F-198									
East	5.00	5000	_	From:	40/			040/	40/	_	0.070	_		F 400	_	0000
64	5.33	5800	G	76%	1%	1%	1%	21%	1%	F	0.070	F		5400	G	2003
	Combined Traffic:	11000	G	75%	1%	1%	1%	22%	1%	F	NA			10000	G	
East				From:			03-661									
<del>64</del>	2.85	5800	G	76%	1%	1%	1%	21%	1%	F	0.069	F		5300	G	2003
	Combined Traffic:	10000	G	75%	1%	1%	1%	22%	1%	F	NA			9600	G	
Foot				To: From:		US	60, SR 159	)								
East 64	4.62	5000	G	76%	1%	1%	1%	21%	1%	F	0.076	F		4600	G	2003
04)	Combined Traffic:	11000	G	75%	1%	1%	1%	22%	1%	F	NA			10000	G	
				To:		WCI	Covington									
City of Covington																
East				From:			Covingto		42.	_			_		_	
64	0.21	5000	G	76%	1%	1%	1%	21%	1%	F	0.076	F		4600	G	2003
	Combined Traffic:	11000	G	75%	1%	1%	1%	22%	1%	F	NA			10000	G	
East				From:		;	SR 154									
( <del>64</del> )	1.19	7600	G	76%	1%	1%	1%	21%	1%	F	0.079	F		7000	G	2003
	Combined Traffic:	15000	G	75 <u>%</u>	1%	1%	1%	22%	1%	F	NA			14000	G	
				To:		ECL	Covingtor	1								
Alleghany County																
East	0.65	7600	•	76%	1%	ECL 1%	Covingtor 1%	21%	1%	F	0.079	_		7000	0	2002
64	Combined Traffic:	15000	G G	76% 75%	1%	1%	1%	21%	1%	F	0.079 NA	F		14000	G G	2003
	Combined Trainic.	13000	G	7376	1 /0				1 /0		INA			14000	G	
East				From:		US	60; US 220	)								
(64)	4.81	10000	G	76%	1%	1%	1%	21%	1%	F	0.075	F		9300	G	2003
	Combined Traffic:	19000	G	75%	1%	1%	1%	22%	1%	F	0.074	F	0.523	18000	G	
Fact				To: From:			03-696									
East 64	2.37	9800	G	76%	1%	1%	1%	21%	1%	F	0.081	F		9100	G	2003
04)	Combined Traffic:	20000	G	75%	1%	1%	1%	22%	1%	F	0.071	F	0.509	18000	G	
				To: D			220 West									
East		7000	_	riom						_	0.070	_		0700	^	0000
64	1.11	7300	G	76%	1%	1%	1%	21%	1%	F	0.076	F		6700	G	2003
	Combined Traffic:	15000	G	75% To:	1%	1% WCL	1% Clifton For	22%	1%	F	0.076	F		14000	G	
T						W.C.L		<i>5</i> ∼	l							
Town of Clifton For East	rze			From:		WCL	Clifton For	·ge								
(64)	1.55	7300	G	76%	1%	1%	1%	21%	1%	F	0.076	F		6700	G	2003
	Combined Traffic:	15000	G	75%	1%	1%	1%	22%	1%	F	0.076	F		14000	G	
				To:		ECL (	Clifton For	ge								
Alleghany County									_							
East	2.2=	7000	•	From:	40/		Clifton For		401	_	0.070	_		0700	_	0000
64	0.97	7300	G	76%	1%	1%	1%	21%	1%	F	0.076	F		6700	G	2003
	Combined Traffic:	15000	G	75%	1%	1%	1%	22%	1%	F	0.076	F		14000	G	
East				From:		US 22	0; Bus US	60								
( <del>64</del> )	1.78	5500	G	76%	1%	1%	1%	21%	1%	F	0.085	F		5100	G	2003
	Combined Traffic:	11000	G	75%	1%	1%	1%	22%	1%	F	0.08	F	0.547	10000	G	
Fast				To: From:	_	SR 4	42, SR 269	)								
East	6.38	4200	G	76%	1%	1%	1%	21%	1%	F	0.076	F		3900	G	2003
64	Combined Traffic:	9000	G	75% 75%	1%	1%	1%	22%	1%	F	0.076	F	0.535	8400	G	2003
	Complited Hallic.	3000	G	7 3 70 To:	1 /0		SR 269	ZZ 70	1 /0	17	0.073	1.	0.000	0400	G	
							JR 207									

					Alle	gnany Ma	an itonai	ICC AICC	1							
Route	Length	AADT	QA	4Tire	Bus	2Axle		ıck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
lleghany County	y			From:					ī							
East	5.34	4900	G	76%	1%	1%	1%	21%	1%	F	0.073	F		4500	G	2003
64	Combined Traffic:	8800	G	75%	1%	1%	1%	22%	1%	, F	0.073	F	0.527	8200	G	2003
	Combined Trainic.	0000	G	To:	1 /0	Rockbridge			1 /0		0.072	'	0.521	0200	G	
Vest				From:		West Virgi	Ť		1							
64)	2.12	5100	G	73%	1%	1%	1%	23%	1%	F	0.084	F		4800	G	2003
3.7	Combined Traffic:	11000	G	75%	1%	1%	1%	22%	1%	F	NA			10000	G	
				To		E	-198									
Vest			_	From:	40/			2221	40/	_		_			_	
64	5.06	5200	G	73%	1%	1%	1%	23%	1%	F	0.085	F		4800	G	2003
	Combined Traffic:	11000	G	75%	1%	1%	1%	22%	1%	F	NA			10000	G	
Vest				From:		03	3-661									
64)	3.23	4600	G	73%	1%	1%	1%	23%	1%	F	0.08	F		4300	G	2003
	Combined Traffic:	10000	G	75%	1%	1%	1%	22%	1%	F	NA			9600	G	
Mant				To:		US 60	, SR 159		-							
West 64	4.27	6300	G	73%	1%	1%	1%	23%	1%	F	0.086	F		5900	G	2003
04)	Combined Traffic:	11000	G	75%	1%	1%	1%	22%	1%	F	NA	•		10000	G	2000
	Combined Traine.			To:	170		Covingto		170	•				10000	•	
City of Covington	1															
Vest				From:			Covingto									
64)	0.28	6300	G	73%	1%	1%	1%	23%	1%	F	0.086	F		5900	G	2003
	Combined Traffic:	11000	G	75%	1%	1%	1%	22%	1%	F	NA			10000	G	
Vest				To: From:		SF	R 154									
64)	1.08	7300	G	73%	1%	1%	1%	23%	1%	F	0.084	F		6800	G	2003
	Combined Traffic:	15000	G	75%	1%	1%	1%	22%	1%	F	NA			14000	G	
				To:		ECL C	Covingtor	l								
lleghany County	V															
<u>Nest</u>	0.77	7200	_	From:	40/		Covingtor		40/	_	0.004	_		0000	0	2002
64	0.77	7300	G	73% 75%	1%	1%	1%	23%	1%	F	0.084	F		6800	G	2003
	Combined Traffic:	15000	G		1%	1%	1%	22%	1%	F	NA			14000	G	
Vest				From:		US 60	; US 220									
64)	4.98	9000	G	73%	1%	1%	1%	23%	1%	F	0.077	F		8400	G	2003
	Combined Traffic:	19000	G	75%	1%	1%	1%	22%	1%	F	NA			18000	G	
Voot				To: From:		03	3-696									
Vest 64)	2.34	10000	G	73%	1%	1%	1%	23%	1%	F	0.07	F		9400	G	2003
04)	Combined Traffic:	20000	G	75%	1%	1%	1%	22%	1%	F	NA			18000	G	
				To: From:		BUS US 60										
Vest			_		40/				40/	_		_			_	
64	0.86	7400	G	73%	1%	1%	1%	23%	1%	F	0.071	F		6900	G	2003
	Combined Traffic:	15000	G	75% To:	1%	1% WCL CI	1%	22%	1%	F	NA			14000	G	
e core. T	,			I .		WCLCI	11(011 1 01	<u> </u>								
<u>Cown of Clifton F</u> Vest	orge			From:		WCL Cl	ifton For	ge								
			_	73%	1%	1%	1%	23%	1%	F	0.071	F		6900	G	2003
64 )	1.55	7400	G	, .				22%	1%	F	0.076	Ν		14000	G	
64)	1.55 Combined Traffic:	7400 15000	G G	75 <u>%</u>	1%	1%	1%	2270	170	•	0.070	1.4			U	
64)					1%		1% ifton For		1 70		0.070			11000		
Alleghany County	Combined Traffic:			75% To:	1%	ECL Cli	ifton For	ge	170		0.070			11000		
Uleghany County	Combined Traffic:	15000	G	75% To:		ECL Cli	ifton For	ge ge								2002
Uleghany County	Combined Traffic:	15000 7400	G G	75% To:	1%	ECL Cli ECL Cli 1%	ifton For	ge 23%	1%	F	0.071	F		6900	G	2003
Ileghany County	Combined Traffic:	15000	G	75% To:  From: 73% 75%		ECL Cli ECL Cli 1% 1%	ifton For ifton For 1% 1%	ge 23% 22%								2003
West Nest	Combined Traffic:	15000 7400	G G	75% To:	1%	ECL Cli ECL Cli 1%	ifton For ifton For 1% 1%	ge 23% 22%	1%	F	0.071	F		6900	G	2003
Alleghany County West 64	Combined Traffic:	15000 7400	G G	75% To:  From: 73% 75%	1%	ECL Cli ECL Cli 1% 1%	ifton For ifton For 1% 1%	ge 23% 22%	1%	F	0.071	F		6900	G	2003
Alleghany County Nest 64  Nest 64	Combined Traffic:  1.06 Combined Traffic:	7400 15000	G G G	75% To:  From:  73% 75%  To:  From:	1% 1%	ECL Cli 1% 1% US 220; 1% 1%	ifton For 1% 1% BUS US	ge 23% 22% 60 23% 22%	1% 1%	F F	0.071 0.076	F F		6900 14000	G G	

							ghany M			•							
Route	ı	_ength	AADT	QA	4Tire	Bus			ıck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Alleghany County																	
Vest		0.50	4000	_	From:	40/		2, SR 269		40/	_	0.070	_		4500	_	2002
64	0	6.52	4800	G	73%	1%	1%	1%	23%	1%	F	0.076	F		4500	G	2003
	Combined ⁻	ı ramc:	9000	G	75%	1%	1%	1%	22%	1%	F	NA			8400	G	
West					From:		SR 20	9, 03-850									
64)		4.69	3900	G	73%	1%	1%	1%	23%	1%	F	0.076	F		3700	G	2003
	Combined ⁻	Traffic:	8800	G	75 <u>%</u>	1%	1%	1%	22%	1%	F	0.072	F	0.527	8200	G	
					To:		Rockbridg	e County	Line								
City of Covington										1							
		0.75	0.400	_	From:	00/		Covington		00/	_	0.000	_	0.570	0400	_	0000
154		0.75	8400	G	97%	0%	1%	1%	0%	0%	С	0.098	F	0.579	9100	G	2003
					From:			nut Street									
154) Craig Ave		0.56	4100	G	99%	0%	0%	0%	0%	0%	С	0.105	F	0.548	4400	G	2003
<u> </u>					To: From:			st Street ton Aveni	10								
154) E Riverside S	st	0.28	3400	G	94%	0%	1%	4%	1%	0%	С	0.117	F	0.594	3700	G	2003
154) = 1 6.6.6.6	•	0.20	0.00	•	T	0,0						••••	•	0.00	0.00	Ū	
154) E Riverside S	•+	0.24	5900	G	From: 89%	0%	1%	e Avenu 2%	7%	0%	С	0.096	F	0.613	6400	G	2003
154 L Riverside 3	ot.	0.24	5500	G	09 /0	0 70	1 /0	Z /0	1 /0	0 76	C	0.090		0.013	0400	G	2003
	<u> </u>				From:	201		ine Avenu					_		4000		
154 East Hickory	Street	0.09	1500	G	89% To:	0%	1%	2%	7%	0%	F	0.104	F	0.588	1600	G	2003
			-		10.		Allegn	any Avent	ie								
lleghany County					From:		SD 3	11 Crows									
159)		8.52	1200	G	93%	1%	1%	1%	4%	0%	С	0.088	F	0.685	1200	G	2003
139		0.02	.200	•	- T	170			.,,		Ū	0.000	•	0.000	1200	Ŭ	2000
		2.81	1500	G	From: 94%	1%	1%	3-665 1%	3%	0%	С	0.081	F	0.664	1600	G	2003
159		2.01	1500	G	94 70 To:	1 70		Tallaghan		0%	C	0.061	Г	0.004	1600	G	2003
							1-0-1	canagnan		l.							
Cown of Clifton For Bus	ge				From:		RIDG	EWAY S'	Γ	1							
188 (60) Main S	treet	0.07	4700	G	97%	0%	1%	1%	1%	0%	F	0.085	F		4800	G	2003
	Combined ⁻	Traffic:	11000	N	97%	0%	1%	1%	1%	0%	Ν	NA			11000	Ν	
					To:		KESS	WICK ST									
				_	From:			r, Keswic			_		_			_	
188 Main St		0.05	340	G	99%	0%	0%	0%	0%	0%	F	0.11	F		370	G	2003
	Combined ⁻	Traffic:	NA		т		) / C	: 1 D1				NA			NA		
					From:			mick Blv ain St	d								
188 McCormick B	lvd	0.07	370	G	99%	0%	0%	0%	0%	0%	F	0.107	F		400	G	2003
100)	Combined ⁻		NA									NA			NA		
					To:		SR 188 F	ar, Churc	h St								
					From:		5IC 100 I	ai, Chuic	ıı bı				_	0.598	1000	G	2003
100 McCormick B	lvd	0.23	930	G	99%	0%	0%	0%	0%	0%	С	0.097	-			(7	
188 McCormick B	llvd	0.23	930	G	99% To:	0%	0% Laf	0% syette St	0%	0%	С	0.097	F	0.000	1000	G	2003
	ilvd			G	To: From:	0%	Lafa McCo		d	0%	С		F				
McCormick B	ilvd	0.23	930 310	G G	To: From: 99%	0%	Laf McCo 0%	nyette St mick Blv 0%		0%	C F	0.097	F	0.557	330	G	
	ilvd				To: From: 99% To:		Lafe McCo 0%	nyette St mick Blv 0% se Ave	d								
188 Lafayette St	ilvd	0.07	310	G	To: From: 99% To: From:	0%	Lafe McCo 0% Ro Lafe	myette St mick Blv 0% se Ave	d 0%	0%	F	0.099	F	0.557	330	G	2003
	ilvd				To: From: 99% To:		Laft McCo 0% Ro Laft 2%	ower St mick Blv 0% se Ave ayette St 1%	d								2003
188 Lafayette St	ilvd	0.07	310	G	To:	0%	Lafe McCo 0% Ro Lafe 2%	myette St mick Blv 0% se Ave	d 0%	0%	F	0.099	F	0.557	330	G	2003
188 Lafayette St	ilvd	0.07	310	G	To: From: 99% To: From: 96% To:	0%	Lafe McCo 0% Ro Lafe 2%	nyette St mick Blv 0% se Ave nyette St 1% mont St	d 0%	0%	F	0.099	F	0.557	330	G	2003
Lafayette St	ilvd	0.07	310 690	G G	To:  99% To:  From:  96% To:  From:  96% To:  From:  96% To:	0%	Lafe McCo 0% Rc Lafe 2% Tre Rc 2% Sic	nyette St mick Blv 0% se Ave nyette St 1% mont St se Ave 1% ux Ave	d 0% 1%	0%	F C	0.099	F F	0.557 0.513	330 740	G G	2003
Lafayette St Rose Ave Tremont St	ilvd	0.07	310 690 690	G G	To:	0%	Lafi McCo 0% Rc Lafi 2% Tre Rc 2% Sic	nyette St mick Blv 0% se Ave nyette St 1% mont St se Ave 1% ux Ave mont St	1%	0%	F C	0.099 0.106 0.106	F F	0.557 0.513 0.513	330 740 740	G G	2003
Lafayette St	ilvd	0.07	310 690	G G	To: From: 99% To: From: 96% To: From: 96% To: From: 96%	0%	Lafe McCo 0% Ro Lafe 2% Tre Ro 2% Sic Tre 2%	nyette St mick Blv 0% se Ave nyette St 1% mont St se Ave 1% ux Ave mont St	1% 1%	0%	F C	0.099	F F	0.557 0.513	330 740	G G	2003
188 Lafayette St  188 Rose Ave  188 Tremont St  188 Sioux Ave	ilvd	0.07	310 690 690	G G	To:   From   99%   To:   From   96%   To:   From   96%   To:   From   96%   To:   From   From	0%	Laf McCo 0% Ro Laf 2% Tre Rc 2% Sic Tre 2%	yette St mick Blv 0% se Ave yette St 1% mont St se Ave 1% ux Ave mont St 1%	1% 1%	0%	F C	0.099 0.106 0.106	F F	0.557 0.513 0.513	330 740 740	G G	2003
188 Lafayette St  188 Rose Ave  188 Tremont St  188 Sioux Ave		0.07 0.22 0.03 0.17	310 690 690	G G G	To: From: 99% To: From: 96%	0%	Laf McCo 0% Ro Laf 2% Tre Rc 2% Sic Tre 2% [105-3351,	se Ave 1% nyette St 1% se Ave 1yette St 1% mont St se Ave 1% ux Ave mont St 1% Ave Ain St 1% Ain St Ain ST	1% 1% 1% x Ave	0%	F C C	0.099 0.106 0.106 0.106	F F F	0.557 0.513 0.513 0.513	330 740 740 740	G G G	2003 2003 2003 2003
Lafayette St  188 Rose Ave  188 Tremont St  188 Sioux Ave	vay Street Combined	0.07 0.22 0.03 0.17	310 690 690	G G	To:   From   99%   To:   From   96%   To:   From   96%   To:   From   96%   To:   From   From	0%	Laf McCo 0% Ro Laf 2% Tre Rc 2% Sic Tre 2%	yette St mick Blv 0% se Ave yette St 1% mont St se Ave 1% ux Ave mont St 1%	1% 1%	0%	F C	0.099 0.106 0.106	F F	0.557 0.513 0.513	330 740 740	G G	2003 2003 2003 2003 2003

					Alle	gnany Ma	intenan	ce Area	3							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Clifton F	orge			From:					-							
188 Church Str	reet 0.05	2200	G	97%	0%	JS 60 Bus Co 1%	ommercia 1%	1 Ave 1%	0%	F	0.096	F	0.650	2400	G	2003
188 Church Su	Combined Traffic:	NA	G	91 /0	0 /0	1 /0	1 /0	1 /0	0 /0		NA	•	0.030	NA	G	2003
	Combined Trainc.	NA		To:	ī	JS 60 Bus M	cCormick	Blvd			NA			INA		
				From:			Iain Stree									
188 Commercia	al Ave 0.06	3900	G	97%	0%	1%	1%	1%	0%	F	0.094	F	0.705	4200	G	2003
P	Combined Traffic:	NA									NA			NA		
				To		Churc	h Street		1.							
100	0.07	2000	G	97%	0%	1%	1%	1%	0%	С	0.119	F	0.779	2100	G	2003
188	Combined Traffic:	NA	•	0.70	0,0	.,,	. , ,	. , ,	0,0		NA	•	00	NA	•	
	Combined Traine.	144		To:		SR	188				147 (			1471		
own of Iron Gat																
own of fron Gau	e			From:		Alleghany	County L	ine	I							
220}	0.88	7400	G	92%	0%	1%	1%	6%	0%	F	0.08	F	0.518	7800	G	2003
<del></del>				To:		SCL I	ron Gate									
lleghany County	v	_											_			
~~				From:			ron Gate									
220	0.66	7400	N	92%	0%	1%	1%	6%	0%	Ν	80.0	Ν	0.518	7800	Ν	2003
~ <u> </u>				To:		BUS	US 220									
220	0.61	6300	G	92%	0%	1%	1%	6%	0%	F	0.074	F	0.501	6700	G	2003
====				To:		DITE	US 60									
Bus				From:												
220 } { 60 }	0.47	8300	G	88%	1%	1%	1%	9%	0%	С	0.081	F	0.501	8400	G	2003
~ ~				To-		03	-670									
Bus	0.19	8700	G	88%	1%	1%	1%	9%	0%	F	0.079	F	0.525	8900	G	2003
220 [60]	0.19	0700	•	To:		EAST OF C				•	0.073	•	0.525	0300	O	2003
				From:	101	US 220; I										
220 (64)	1.06			-	S	ee I-64 for	direction	nal traf	fic volur	me est	imates fo	or this	segment.			
$\sim$	Combined Traffic:	15000	G	75%	1%	1%	1%	22%	1%	F	0.076	F		14000	G	
				To:		ECL Cli	fton Forge	9								
own of Clifton F	orge															
~~~				From:			fton Forge									
220 (64)	1.55				S	ee I-64 for	direction	nal traf	fic volur	me est	timates fo	or this	segment.			
\sim	Combined Traffic:	15000	G	75 <u>%</u>	1%	1%	1%	22%	1%	F	0.076	Ν		14000	G	
				Tn·		WCL Cli	ifton Forg	e								
Alleghany County	V															
~~				From:			ifton Forg									
220 (64)	0.86		_			ee I-64 for						or this	segment.		_	
	Combined Traffic:	15000	G	75%	1%	1%	1%	22%	1%	F	NA			14000	G	
				To: From:		BUS US 60										
220 (64)	2.34				S	ee I-64 for	direction	nal traf	fic volur	me est	timates fo	or this	segment.			
\sim	Combined Traffic:	20000	G	75%	1%	1%	1%	22%	1%	F	NA			18000	G	
				To:		03	-696									
220 64	4.98			From:	S	ee I-64 for	directio	nal traf	fic volur	me est	imates fo	or this	segment.			
=======================================	Combined Traffic:	19000	G	75%	1%	1%	1%	22%	1%	F	NA		_	18000	G	
				To:		U	S 60									
~~ ~~				From:			-64									
220 } { 60 }	0.64	14000	G	92%	1%	1%	1%	5%	0%	F	0.086	F	0.543	15000	G	2003
~ ~				To:		ECL C	ovington									
City of Covington	1															
~~~~	- di 01	40000	_	From:	401		ovington	F0/	001	^	0.000	_	0.500	44000	^	0000
220 \ 60 \ E Ma	adison Street 0.46	13000	G	92%	1%	1%	1%	5%	0%	С	0.092	F	0.506	14000	G	2003
~~~				To: From:		SR 18 C	arpenter S	t								
220 60 East	Madison Str 0.26	15000	G	93%	1%	1%	1%	4%	0%	С	0.091	F	0.5	16000	G	2003
\sim				To:		S Hiohla	nd Avenu	e								
220 (60) E Ma	adison Avenu 0.12	14000	G	From: 98%	0%	1%	0%	0%	0%	F	0.081	F	0.525	15000	G	2003
220 (00) 2			-	To:	- 70		e Avenue			•		•			-	
						2IOIII			ı							

					Alle	ghany Mainter	ance Are	а							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Ax	Fruck de 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Covington				-											
220 N Alleghany Ave	0.93	10000	G	96%	1%	S Monroe Av 1% 1%	1%	0%	F	80.0	F	0.567	11000	G	2003
220 N Alleghany Ave	0.62	10000	G	From: 96%	1%	E Locust Str 1% 1%		0%	F	0.083	F	0.542	11000	G	2003
220 N Alleghany Ave	0.66	6900	G	From: 96%	1%	N Magazine A 1% 1% NCL Coving	1%	0%	С	0.093	F	0.593	7400	G	2003
Alleghany County						NCL COVING	ton								
(220)	1.61	5600	G	96%	1%	NCL Coving		0%	С	0.086	F	0.591	5700	G	2003
(220)	8.28	1900	G	From: 86%	2%	03-687 Cleary 4% 3%	5%	0%	С	0.084	F	0.574	1900	G	2003
				To:		Bath County									
(2 2 0) (60)	0.08	14000	N	92%	I- 1%	64 EAST OF COV 1% 1%		0%	N	0.086	N	0.543	15000	N	2003
				To:		US 220									
Bus	0.00	2400	6	From:		US 220 Near Clift		00/	_	0.005	F	0 500	2200	C	2002
[220]	0.80	2100	G	96% To:	0%	1% 1% SCL Clifton F		0%	С	0.085	Г	0.522	2200	G	2003
Town of Clifton Forge															
Bus (220)	0.70	2800	G	96%	0%	SCL Clifton F 2% 1%	1%	0%	С	0.088	F	0.562	2800	G	2003
Bus Bus Main Street	0.06	7300	G	From: 97%	0%	US 60 Bu		0%	F	0.079	F	0.501	7400	G	2003
(220) (60) Main Street	0.06	7300		97 70	0%	B ST	1 70	0%	Г	0.079	Г	0.501	7400	<u> </u>	2003
Bus Bus (220) (60) Main Street	0.26	7300	G	97%	0%	1% 1%	1%	0%	С	0.091	F	0.512	7400	G	2003
Bus Bus				From:		RIDGEWAY	ST								
(220) (60) Main Street	0.07	4700	G	97%	0%	1% 1%	1%	0%	F	0.085	F		4800	G	2003
Combine	d Traffic:	11000	N	97 <u>%</u>	0%	1% 1%		0%	Ν	NA			11000	Ν	
Bus Bus				To: From:		KESSWICK MAIN ST	ST								
(220) (60) Kesswick Street	0.14	4600	G	97%	0%	1% 1%	1%	0%	С	0.085	F		4700	G	2003
	d Traffic:	11000	G	97%	0%	1% 1%	1%	0%	F	NA			11000	G	
				To: From:		ROXBURY									
Bus Bus (220) (60) Roxbury Street	0.05	7100	G	97%	0%	KESSWICK 1% 1%		0%	F	0.09	F	0.956	7200	G	2003
Combine		NA		0.70	0,0	.,,	. , 0	0,0	•	NA	•	0.000	NA		
				To:		RIDGEWAY									
Bus Bus (220) 60 Ridgeway Street	0.61	9900	G	96%	0%	ROXBURY 1% 2%		0%	С	0.093	F	0.622	10000	G	2003
Bus Bus				To: From:		6TH ST		-							
220 60 Ridgeway Street	0.27	9000	G	96% To:	0%	1% 2% WCL Clifton I		0%	F	0.088	F	0.646	9100	G	2003
Allo-de-service						WCL CIIIIOII I	rorge								
Alleghany County Bus Bus				From:		WCL Clifton I	Forge								
(220) (60)	0.44	9200	G	97%	0%	1% 1%		0%	С	0.099	F	0.611	9400	G	2003
~~				To:		I-64 SR 38									
269	0.18	1200	G	94%	1%	Begin SR 4 2% 3%		0%	С	0.094	F	0.509	1200	G	2003
				To: From:		03-632		}							
(269)	6.62	580	G	94% To:	1%	2% 3% I-64 & US		0%	F	0.099	F	0.545	590	G	2003
				From:		West Virginia Sta									
(311)	6.62	920	G	91%	1%	1% 2%		0%	С	0.096	F	0.636	930	G	2003
				To-		SR 159 Cro	ws								

						ognany ivi	annenanc	071100								
Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Alleghany County				From:		SD 1	59 Crows		Ī							
311)	5.87	650	G	94%	1%	1%	3%	1%	0%	С	0.107	F	0.629	660	G	2003
				To		West Virg	ginia State Li	ine								
\sim				From:		S	R 311									
600	6.90	40	R								NA			NA		07/29/200
	4.00			From:		0	3-613		-							07/00/00
600	4.00	20	R								NA			NA		07/29/200
	4.20	60	R	From:		0	3-614				NA			NA		07/20/20
600	4.20	00	K								INA			INA		07/29/200
600	1.92	100	R	From:		0	3-658				NA			NA		08/01/200
600	1.02		• • • • • • • • • • • • • • • • • • • •	To		1.02.3	(NI 02 (50							10.		00/01/200
600	0.08	100	R	From:		1.92 N	MN 03-658				NA			NA		08/01/200
				To		0	3-712									
600	0.33	320	R	From:			13-712				NA			NA		1999
				To:			Gap Terminu									
	0.50	2900	G	96%	0%	SR 159; 0	Gap Termini 2%	us 1%	0%	С	0.089	F	0.508	3000	G	2003
600	0.50	2900	G	30 /0	0 70			1 /0	070	C	0.003	'	0.500	3000	U	2003
(00)	0.40	1800	R	From:		03-66	1 SOUTH				NA			NA		08/01/200
600	0.40	1000		To:		02.66	1 NODTH				INA			INA		00/01/200
600	4.60	820	R	From:		03-00	1 NORTH				NA			NA		1999
(000)				To		0	3-641		L							
600	4.80	270	R	From:			3-041				NA			NA		08/05/200
				To		0	3-666		1							
600	0.10	240	R	From:			3 000				NA			NA		1999
				To:		De	ead End									
				From:		West Virg	ginia State Li	ine								
(601)	0.60	50	R	To:			D 211				NA			NA		08/15/200
				From:			R 311		<u> </u>							
602)	3.70	10	R	110111.		west virg	ginia State Li	ine			NA			NA		08/01/200
002				To			3-603									
(602)	4.90	20	R	From:			13-003				NA			NA		08/01/200
				To:		4 90 N	MN 03-603		1							
602	0.50	20	R	From:		1.501	.11 (03 003				NA			NA		1999
				To:		S	R 311									
\bigcirc				From:		S	R 311									
603)	2.41	80	R								NA			NA		07/29/200
$\overline{\bigcirc}$				From:		West Virg	ginia State Li	ine								
603	3.70	6	R	To:		0	3-602				NA			NA		08/01/200
				From:					<u>l</u>							
(604)	1.80	60	R				R 311				NA			NA		07/29/200
004)				To:		03-60	0 NORTH									
<u> </u>	0.40		Б	From:		03-60	00 SOUTH				NIA			NIA		07/20/200
604)	0.40	4	R	To:		De	ead End				NA			NA		07/29/200
				From:			3-666									
(605)	3.34	190	R	<u> </u>							NA			NA		08/05/200
				To- From:		3.34 N	MN 03-666		1							
605)	1.41	30	R	rion!							NA			NA		08/05/200
				To:		Bath C	County Line									

					Alle	egnany Maintena	nce Area	1							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Alleghany County				From:		NCL Clifton Fo	raa								
606	1.40	460	G	97%	0%	3% 0%	0%	0%	С	0.11	F	0.58	470	G	2003
606	6.80	380	R	From:		03-699				NA			NA		08/05/200
				To:		Bath County Li	ne								
	0.40	40	_	From:		SR 18									07/00/000
607)	3.40	48	R	т.,						NA			NA		07/29/200
607)	2.20	90	R	From:		3.40 MN SR 1	8			NA			NA		07/29/200
	1.60	110	R	From:		03-610				NA			NA		1999
607	1.00	110	K	To:		03-616				INA			INA		1999
				From:		Dead End									
608)	1.27	60	R	<u> </u>						NA			NA		07/29/200
				To: From:		1.27 ME Dead I	End								
608	0.05	60	R							NA			NA		07/29/2002
				To:		SR 18									
	1.00	4	ь	From:		Dead End				NIA			NIA		07/20/200
609	1.80	4	R	To:		SR 18				NA			NA		07/29/2002
				From:		03-607									
610	0.70	170	R			05 007				NA			NA		1999
				To:		SR 18 SOUTI	I								
	0.25	50	ь	From:		SR 18 MID				NIA			NΙΔ		07/20/200
610	0.25	50	R							NA			NA		07/29/200
	0.02	20	В	From:		Dead End; Gap Te	rminus			NIA			NΙΔ		07/20/200
610	0.92	20	R							NA			NA		07/29/2002
	1.05	460	R	From:		03-611				NΙΔ			NΙΔ		07/20/200
610	1.95	160	ĸ	To:		SR 18 NORT	H			NA			NA		07/29/2002
				From:		Dead End									
(611)	0.40	10	R	<u> </u>		Dead End				NA			NA		07/29/200
				To:		03-610									
				From:		03-616									
612	1.56	230	R	_						NA			NA		07/29/2002
<u> </u>				To:		SR 18									
	1.40	110	R	From:		Dead End				NA			NA		1999
613)	1.40	110	K			00 (1 (7)) 00				INA			INA		1999
(40)	1.62	430	R	From:		03-616 EAST	`			NA			NA		07/29/2002
613)	1.02	-100		To:		SR 18 NORT	Н			INA			IVA		0112012002
				From:		SR 18 SOUTI									
613	4.40	40	R	To:		02.600				NA			NA		07/29/2002
				From:		03-600									
644	2.50	80	R	FIOIII.		03-600				NA			NA		07/29/2002
614	2.00	00	• • • • • • • • • • • • • • • • • • • •	To:		02.640				147 (147 (0112012002
614)	0.39	380	R	From:		03-649				NA			NA		1999
				To:		SR 18							*		
				From:		03-616									
615)	2.90	280	G	92%	1%	1% 4%	2%	0%	С	0.097	F	0.75	290	G	2003
				To:		SR 18									
\bigcirc				From:		SR 18									
616	0.20	190	R	Te:		02.607				NA			NA		07/29/2002
_				To:		03-607									

					Alle	ghany Maintena	nce Area	1							
Route	Length	AADT	QA	4Tire	Bus	Tr			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Alleghany County				From:		03-607		1							
616)	1.60	100	R							NA			NA		1999
(40)	1.60	100	R	From:		03-612				NA			NA		07/29/2002
616	1.00	100		To:		03-613 WEST	,			INA			INA		0112312002
\bigcirc	0.07			From:		03-613 EAST									1000
616	3.87	300	R							NA			NA		1999
	2.90	360	R	From:		03-617				NA			NA		07/29/2002
(616)	2.90	300	IX.	To:		02 (10 COLUTI	T	1		INA			INA		0112312002
(616) (616)	3.79	550	G	93%	1%	03-619 SOUTE 3% 2%	0%	0%	F	0.085	F	0.6	560	G	2003
010				To		03-621									
616)	1.00	700	G	From:		05-021				0.098	F	0.619	710	G	2003
				To		03-622									
616)	3.00	730	G	From:						0.088	F	0.594	740	G	2003
				To- From:		03-623									
616)	1.42	940	G	93%	1%	3% 2%	0%	0%	С	0.092	F	0.647	960	G	2003
				To:		03-696									
	2.40	220	R	From:		Craig County Li	ne			NA			NA		1999
617)	2.40	220	K	To:		03-616				INA			INA		1999
				From:		03-617									
618)	2.30	90	R							NA			NA		07/29/2002
				To:		03-616									
\bigcirc				From:		Dead End									
619	0.90	80	R	To:		03-616 NORTI	т			NA			NA		1999
				From:		03-616 SOUTH									
619	3.33	400	G	97%	0%	1% 2%	0%	0%	С	0.082	F	0.629	410	G	2003
				To:		03-657									
	0.20	60	R	From:		03-616				NA			NA		07/25/2002
620	0.20	00	IX.	To:		Dead End				INA			INA		0112312002
				From:		Botetourt County	Line								
(621)	1.30	430	G	97%	2%	0% 0%	0%	0%	С	0.111	F	0.544	440	G	2003
				To:		03-616									
	0.60	60	В	From:		03-616				NΙΛ			NIA		1999
622	0.60	60	R	To:		Dead End				NA			NA		1999
				From:		Dead End									
623)	0.10	70	R	<u> </u>		Dead End				NA			NA		08/15/2002
				To- From:		0.10 MW Dead F	End	1							
623	2.10	160	R	From:						NA			NA		1999
\bigcirc				To:		03-616									
\bigcirc	0.05			From:		Dead End									00/04/0000
624)	0.05	40	R	To:		03-654				NA			NA		08/01/2002
				From:		ECL Covington	n								
625	0.24	3100	R							NA			NA		1999
				To		03-631].							
625)	0.14	1700	R	From:						NA			NA		07/25/2002
				To- From:		03-676									
625)	0.45	1500	R							NA			NA		1999
				To:	-	03-708									

					7 1110		Tru				K		Dir			
Route	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW	Year
Alleghany County				From:			03-708		1							
625)	0.05	910	R								NA			NA		07/25/2002
	0.35	700	R	To: From:			03-655				NA			NA		1999
625				To: From:			03-771		ŀ							
625	0.58	490	R	To:		D	ead End				NA			NA		07/25/2002
				From:			03-662									
626	0.05	510	R								NA			NA		1999
626)	0.05	580	R	From:			03-780		•		NA			NA		07/11/2002
				To- From:		US	S 60 BUS									
626	0.05	100	R	To:		(03-1402				NA			NA		07/11/2002
				From:			ead End									
627	0.15	110	R	_					1		NA			NA		07/11/2002
627)	0.15	490	R	From:		US	S 60 BUS		<u> </u>		NA			NA		1999
				To: From:		(03-1406									
627)	0.04	280	R	To:		(03-1401				NA			NA		07/11/2002
				From:			ead End									
628	0.03	10	R								NA			NA		1999
628	0.09	240	R	From:		03-12	201 SOUTI	H	·		NA			NA		07/22/2002
				To: From:		(03-1202									
628	80.0	330	R	T.,		02.12	MAL NIOPET				NA			NA		1999
628	0.13	770	R	From:		03-12	201 NORTI	H			NA			NA		07/22/2002
				To: From:			03-698									
629)	0.22	2100	G	95%	1%	1%	I-64 2%	1%	0%	С	0.089	F	0.665	2100	G	2003
				To: From:			03-1408									
629	0.26	1400	G	95%	1%	1%	2%	1%	0%	F	0.089	F	0.548	1400	G	2003
629	3.87	380	G	95%	1%	1%	03-1405 2%	1%	0%	F	0.103	F	0.506	380	G	2003
				To: From:			County Lin	ie								
630	0.30	90	R	110111.			SR 42				NA			NA		1999
	4.00			To: From:		0.30	ME SR 42	!	}		NIA			NIA		07/44/0000
630	1.20	80	R	To:		D	ead End				NA			NA		07/11/2002
				From:			03-625									
631)	0.08	800	R	To:		D	ead End				NA			NA		1999
				From:			03-671									
632	0.75	40	R	_{T.}			VE 62 (5)				NA			NA		07/15/2002
632	0.15	47	R	From:		0.75	ME 03-671	I			NA			NA		1999
				From:			03-670									
632	0.83	1200	R								NA			NA		07/11/2002
632	0.48	1600	R	From:			03-639				NA			NA		1999
				To:		SR 4	42; SR 269)								

					,	gridity ividitional									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle				K Factor	QK	Dir Factor	AAWDT	QW	Year
Alleghany County				From:		Botetourt County I	ino								
633	2.30	330	G	97%	1%	1% 1% SR 269; 03-987	0%	0%	С	0.088	F	0.548	340	G	2003
				From:		Dead End		1							
634)	1.20	270	R					-		NA			NA		07/11/200
$\bigcup_{i=1}^{n}$				To:		03-633									
635)	0.28	480	R	From:		SR 269				NA			NA		1999
				To: From:		03-725 SOUTH	[
635)	0.27	290	R	To		02 725 NODTI	r	L		NA			NA		07/11/200
635)	1.53	360	R	From:		03-725 NORTH				NA			NA		1999
000				To:		SR 42									
				From:		Dead End									
636)	0.27	100	R	· ·						NA			NA		07/11/200
				To:		SR 42									
	0.50	20	_	From:		03-687				NIA			NIA		00/05/000
637)	0.50	30	R	To		Dead End				NA			NA		08/05/200
				From:		03-666		1							
638)	0.75	230	G	97%	2%	1% 0%	0%	0%	С	0.112	F	0.625	240	G	2003
				To:		03-687 NORTH									
638)	0.20	20	R	From:						NA			NA		08/05/200
				To:		03-687 SOUTH	[
				From:		03-632									
639	0.56	160	R							NA			NA		1999
				To: From:		0.56 MN 03-632	2								
639	0.20	80	R	To		D IF I				NA			NA		07/11/200
				From:		Dead End		1							
(640)	2.80	390	R	FIOIII.		03-687				NA			NA		1999
(640)	2.00	000		To:		US 220				147 (147 (1000
				From:		03-600									
(641)	1.36	550	R	-						NA			NA		08/05/200
				To: From:		03-666									
(641)	0.55	760	G	95%	1%	1% 1%	1%	0%	С	0.09	F	0.681	770	G	2003
				To:		03-687									
\bigcirc		400		From:		Dead End									4000
642	1.45	160	R	To:		03-687				NA			NA		1999
				From:		03-645		1							
643)	0.04	90	R			03-043				NA			NA		08/01/200
040				To:		US 60									
_				From:		03-645									
644)	0.03	60	R	_						NA			NA		1999
				To:		US 60									
	0.44	40	Б	From:		Dead End				NIA			NΙΛ		00/04/202
645)	0.14	49	R							NA			NA		08/01/200
	0.10	ΛE	ь	From:		03-644				NIA			NIA		1000
645)	0.10	45	R	_						NA			NA		1999
	0.30	50	R	From:		03-643				NA			NA		08/01/200
645)	0.30	30	Λ.	To:		Dead End				INA			INA		00/01/200/
				-		Doud Liid									

					Alle	gnany Mamena	ICE AIC	2							
Route	Length	AADT	QA	4Tire	Bus	Tr	uck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Alleghany County				From:		SR 42; 03-705									
646)	0.20	120	R	<u> </u>		510 12, 05 705			l	NA			NA		1999
				To:		Dead End									
				From:		ECL Covington									
647	0.86	620	G	94%	1%	2% 2%	1%	0%	С	0.106	F	0.877	630	G	2003
				To:		03-648									
Q10	0.02	46	R	From:		Dead End				NA			NA		07/25/2002
648)	0.02	40	IX.						Ī	INA			INA		0112312002
	0.20	1300	R	From:		03-653				NA			NA		1999
648	0.20	1300	K						Ī	INA			INA		1999
	0.12	2100	R	From:		03-698				NA			NA		07/22/2002
(648) (648)	0.12	2100	ĸ							NA			INA		07/22/2002
\bigcirc	2.12			From:		03-792									1000
(648)	0.42	3300	R	To:		1.64.116.60		1	l	NA			NA		1999
				From:		I-64; US 60									
	0.41	80	R	FIOII.		Dead End				NA			NA		07/29/2002
649	0.41	00	K	To:		03-614				INA			INA		0112912002
				From:		SR 311									
650	0.70	30	R	<u> </u>		51.71				NA			NA		07/29/2002
(030)				To:		Dead End									
				From:		US 60 WEST									
651)	0.26	10	R						<u> </u>	NA			NA		08/01/2002
				To:		US 60 EAST									
651)	0.17	310	R	From:		05 00 11:01				NA			NA		08/01/2002
				To:		Dead End									
				From:		Dead End									
652	0.70	60	R						='	NA			NA		07/29/2002
				To:		SR 18									
_				From:		Dead End									
653	0.26	160	R							NA			NA		1999
				From:		03-1206									
(653)	0.13	940	R						-	NA			NA		07/25/2002
				To:		03-648									
\bigcirc				From:		US 60 WEST									
(654)	0.07	260	R							NA			NA		1999
0				To: From:		03-674									
(654)	0.16	170	R							NA			NA		08/01/2002
				To: From:		03-624									
654	0.15	840	R						•	NA			NA		1999
				To:		US 60 EAST									
\bigcirc				From:		Cul-de-Sac									
655	0.21	160	R	To:					ı	NA			NA		07/25/2002
						03-625									
	0.00	40	_	From:		Dead End				NIA			NIA		07/05/0000
656	0.02	10	R	To:		SR 18				NA			NA		07/25/2002
				From:											
(GE7)	1.45	110	G	96%	0%	SR 18 1% 3%	0%	0%	l F	0.125	F	0.581	110	G	2003
657	7.70		•	T	5 / 0		J /0	- 70		J.,20	•	2.001		_	_000
	1.54	470	G	From: 96%	0%	03-619 1% 3%	0%	0%	С	0.087	F	0.523	480	G	2003
657	1.04	710	G	90 70 To:	U /0	SCL Covingtor		0 /0		0.007	1	0.525	700	G	2003
				From:		Dead End	-								
658)	1.90	10	R	<u></u>		Dead Elid			l	NA			NA		08/01/2002
030				To:		03-600				•			•		

					Alle	gnany ivi	annenan	ce Area	l							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle	ıck 1Trail	2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Alleghany County				From:		S	R 159		Ī							
(659)	0.10	2	R								NA			NA		08/01/2002
				Tn·			ad End									
661)	2.38	1500	G	97%	1%	03-60 1%	00 WEST 1%	1%	0%	С	0.099	F	0.585	1600	G	2003
(001)				To- From:			From I- 64									
661)	0.07	1200	R	rioin.							NA			NA		1999
				From:			p To I-64 p To I- 64									
661)	0.03	1100	R								NA			NA		08/01/2002
	0.20	200		From:		F	R-199				NIA			NIA		1000
661)	8.30	380	R	To:			2 701				NA			NA		1999
<u>661</u>	7.00	300	R	From:		U	3-781				NA			NA		08/15/2002
				To: From:		0	3-724									
(661)	1.30	1200	R	To:		02.60	0 NODTH		1		NA			NA		1999
				From:			0 NORTH lifton Forg									
662	0.20	290	R			ECE C	inton i org	,			NA			NA		07/11/2002
				To: From:		0.	3-1401									
(662)	0.67	310	R								NA			NA		1999
	0.15	320	R	From:		0	3-626				NA			NA		07/11/2002
662	0.10			To:		0	3-780				147 (147 (0771172002
662	0.15	420	R	From:							NA			NA		1999
				To:			BUS; 03-14	104								
(663)	0.25	NA		From:		De	ead End				NA			NA		
				To:		0	3-687									
\bigcirc	0.70	40		From:		De	ad End				NIA			NIA		07/45/2002
(664)	0.70	40	R	To:		SCL C	lifton Forg	ţe			NA			NA		07/15/2002
				From:			ad End									
665	0.25	4	R								NA			NA		08/01/2002
(665)	0.25	90	R	From:		0.25 M	E Dead Er	nd			NA			NA		08/15/2002
(005)	0.20			To:		S	R 159				INA			IVA		00/10/2002
				From:			3-641									
666	3.25	330	G	97%	1%	0%	0%	1%	0%	С	0.103	F	0.6	330	G	2003
(666)	0.45	510	R	From:		0	3-638				NA			NA		1999
(666)				To		0	3-605									
666	0.50	230	R								NA			NA		08/05/2002
				To: From:			3-600									
667)	0.10	130	R	rioin.		(JS 60				NA			NA		1999
				To:		0	3-697									
667	0.09	60	R	To:			and Earl				NA			NA		07/25/2002
				From:			ead End JS 220									
668	0.30	20	R	<u> </u>							NA			NA		1999
				To:			IS 220									
(660)	0.35	100	R	From:		ECL C	lifton Forg	ge			NA			NA		07/15/2002
669	0.00	.50	.,	To:		De	ad End				. 4/ 1					31, 13,2002

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K QK Factor F	Dir AAWDT QW actor	Year
Alleghany County				From:	US 60 BUS	<u> </u>		
(670)	0.50	1900	R			NA	NA	1999
				To:	03-632			
674	0.20	190	R	From:	Dead End] NA	NA	07/11/2002
671)	0.20	.00		To:	03-632	1		0171172002
671)	0.15	280	R	From:	03-032	NA	NA	1999
				To:	US 60 BUS			
	0.40	60	Ъ	From:	Dead End	NIA	NA	07/25/2009
672	0.40	60	R	To:	03-621	NA]	NA	07/25/200
				From:	SR 311 SOUTH			
673)	0.20	60	R			NA	NA	1999
				To:	SR 311 NORTH			
(27d)	0.04	40	R	From:	Dead End] NA	NA	08/01/2002
674)	0.04	70		To:	03-654		IVA	00/01/2002
				From:	03-675			
675)	0.85	190	R		VV0. 40	NA 1	NA	1999
				From:	US 60	<u> </u>		
676)	0.25	300	R	FIOIII.	03-625	J NA	NA	07/25/2002
070				To:	Dead End	1		
				From:	Dead End			
(677)	0.24	40	R	To	CD 10	NA 1	NA	08/15/2002
				From:	SR 18 SR 311	l		
678) Stringer Rd	0.80	80	R		SK 311	I NA	NA	07/29/2002
0.09				To:	Dead End			
				From:	Dead End			
(679)	0.10	7	R	To:	SR 311	NA 1	NA	1999
				From:	03-713			
(680)	0.20	45	R		05-715	NA NA	NA	08/05/2002
				To- From:	03-681	 		
(680)	0.10	70	R	110111		NA	NA	1999
				To: From:	03-682	}		
680	0.08	50	R			NA	NA	08/05/2002
	0.40	70		From:	03-728 SOUTH	<u> </u>	NIA	1000
(680)	0.10	70	R			NA 1	NA	1999
(680)	0.12	120	R	From:	03-728 NORTH	NA NA	NA	08/05/2002
(660)	0.12			To:	03-687]		00/00/2001
				From:	03-680			
(681)	0.20	150	R			NA	NA	1999
	0.05	400		From:	03-713)—————————————————————————————————————	A I A	00/05/0000
681)	0.05	420	R	To:	03-687	NA 1	NA	08/05/2002
				From:	03-680	<u>. </u>		
(682)	0.20	120	R	_		NA	NA	1999
				To:	03-687			
(683)	0.05	220	Р	From:	03-661 WEST	N/A	NIA	00/04/2022
(683)	0.95	220	R	To:	03-661 EAST	NA NA	NA	08/01/2002

							annenan									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			\cap	K Factor	QK	Dir Factor	AAWDT	QW	Year
Alleghany County				From:		Ţ	JS 220		ı							
684	2.35	360	R				75 220				NA			NA		1999
				To: From:		()3-791]-							
684	0.30	160	R								NA			NA		08/05/200
				To: From:		0.30 1	MN 03-791		Į-							
684)	0.18	160	R	. —							NA			NA		08/05/200
				To: From:			ead End									
605	0.59	90	R	From:		D	ead End				NA			NA		07/25/200
685	0.00	00	• • • • • • • • • • • • • • • • • • • •	To:		()3-657				147 (14/1		011201200
				From:		D	ead End									
686	0.10	10	R								NA			NA		1999
				To:		(03-687									
\bigcirc				From:	10/		JS 220	40/	20/							
687)	1.71	2200	G	97%	1%	1%	1%	1%	0%	С	0.093	F	0.594	2200	G	2003
	1.51	2000		From:	10/		03-642	10/	00/	F	0.002	F	0.601	2100	G	2002
(687)	1.51	2000	G	97%	1%	1%	1%	1%	0%	Г	0.093	Г	0.601	2100	G	2003
(687) (687)	1.52	1400	G	97%	1%	1%)3-641 1%	1%	0%	С	0.103	F	0.544	1400	G	2003
(687)	1.52	1400	G	31 /0	1 /0			1 /0	0 /6	C	0.103		0.544	1400	G	2003
697	3.48	720	G	From: 97%	1%	1%)3-640 1%	1%	0%	F	0.098	F	0.629	740	G	2003
687)	0.40	120	Ū	To:	170					•	0.000	•	0.020	740	Ü	2000
607	0.97	750	G	From:		03-63	38 SOUTH				0.106	F	0.539	760	G	2003
687)	0.0.			To		-	03-637				000		0.000			
687)	2.15	760	G	97%	1%	1%	1%	1%	0%	F	0.092	F	0.563	770	G	2003
001)				To:			County Lin									
				From:		D	ead End									
688	0.11	50	R								NA			NA		08/01/200
				To:			US 60									
	0.26	940	ь.	From:		()3-647				NIA			NIA		07/22/200
690	0.26	810	R	To:		(03-792				NA			NA		011221200
				From:			03-774									
691)	0.50	130	R								NA			NA		1999
				To:		D	ead End									
$\widehat{}$				From:		D	ead End									
692	0.07	40	R								NA			NA		08/05/200
			_	From:		(03-720		-							
692	0.06	110	R	To:		-	03-625				NA			NA		08/05/200
				From:			ead End									
693	0.15	10	R			D	eau Enu				NA			NA		08/15/200
033)				To:		1	SR 18									
				From:		-	SR 18									
694)	0.07	20	R								NA			NA		1999
				To:			ead End									
205	0.25	90	R	From:		()3-721				NA			NA		08/05/200
695)	0.20	30	ĸ	To:		D	ead End				INA			INA		00/03/200
				From:			3-1101		i							
696	0.04	4200	R								NA			NA		07/22/200
				To: From:			From 03-11									
3 96)	0.24	3300	G	97%	0%	0.04 M I	FRM 03-11 2%	1%	0%	F	0.095	F	0.628	3400	G	2003
(090)	0.24	3300	3	91 70 To:	U /0		3-1312	ı /0	U /0	1	0.093		0.020	J -1 00	G	2003

					Alle	ghany Maintenan									
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Alleghany County				From:		03-1312		i							
696)	2.63	1300	G	97%	0%	1% 2%	1%	0%	С	0.106	F	0.582	1400	G	2003
				To: From:		03-1002 MID]							
696	0.12	2100	G	97%	0%	1% 2%	1%	0%	F	0.109	F	0.530	2100	G	2003
	0.24	2300	G	From: 95%	0%	03-1002 EAST 2% 1%	2%	0%	С	0.105	F	0.561	2300	G	2003
696)	0.24			To:	070	US 60 BUS EAS				0.100		0.001	2000		2000
\sim				From:		US 60									
697)	0.04	380	R							NA			NA		07/25/2002
	0.06	130	R	From:		03-707		-		NA			NA		1999
697)	0.00	130		To:		03-667				INA			INA		1999
				From:		03-648									
698)	0.13	920	R	To:		02 (20				NA			NA		07/22/2002
				From:		03-628									
699	0.50	48	R			Dead End				NA			NA		1999
				To:		03-606									
\bigcirc	0.07	470	_	From:		03-778				NIA			NIA		00/05/000/
700	0.67	170	R	To:		03-778				NA			NA		08/05/2002
				From:		Botetourt County L	ine								
701)	0.10	620	R	·						NA			NA		1999
				To: From:		03-1710		-							
701	0.06	1100	R	To:		WCL Irongate				NA			NA		07/15/2002
Town of Iron Gate						WCL Hongate									
				From:		WCL Irongate									
(701)	0.34	1300	R	To:		US 220				NA			NA		1999
Alleghany County						03 220									
				From:		03-721									
(702)	0.12	70	R							NA			NA		08/05/2002
	0.23	30	R	From:		03-715				NA			NA		08/05/2002
702	0.23	30	K	To:		0.22 MM 02.715				INA			INA		00/03/2002
702)	0.14	30	R	From:		0.23 MN 03-715	1			NA			NA		08/05/2002
				To:		03-718									
\bigcirc	4.07	440		From:		03-606									1000
703	1.27	140	R	To:		Bath County Lin	e			NA			NA		1999
				From:		Dead End	-								
704)	0.38	170	R							NA			NA		08/05/2002
				To:		03-721									
705)	0.20	80	R	From:		Dead End				NA			NA		1999
(703)	0.20		.`	To:		SR 42; 03-646									1000
				From:		Dead End									
706)	0.97	110	R	To:		03-616		 1		NA			NA		07/25/2002
				From:		03-697		<u>l</u>							
707)	0.10	40	R			05-071				NA			NA		1999
				To:		Dead End									
	0.45	00	-	From:		Dead End				ALA			NIA		07/05/0000
708)	0.15	80	R	To:		03-716		1		NA			NA		07/25/2002
						05-/10									

					Allegnany Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC:	QK Dir Factor	AAWDT (QW Year
Alleghany County				From:	03-716				
708	0.22	410	R			NA		NA	1999
				To-	03-625				
\bigcirc	0.00	70		From:	Dead End]		NIA	00/04/2003
709	0.32	70	R	To:	03-661	NA 1		NA	08/01/2002
				From:	SR 159				
(710)	0.18	40	R		SK 139	NA		NA	1999
(110)	00			To:	Dead End	1			
				From:	03-661 EAST				
(711)	0.15	10	R			NA		NA	08/01/2002
				To:	03-661 WEST				
<u> </u>				From:	03-600				
712	0.28	40	R			NA		NA	1999
				To:	FR-202				
				From:	03-714]			
713	0.13	130	R			NA		NA	08/05/2002
				From:	03-680]			
713)	0.10	180	R			NA		NA	1999
				То:	03-681				
				From:	Dead End]			
714)	0.06	70	R			NA		NA	08/05/2002
				From:	03-713]			
714)	0.06	30	R	_		NA		NA	1999
				То:	Dead End				
				From:	03-702]			
715)	0.27	40	R	To:	2.710	NA		NA	08/05/2002
					3-718	<u> </u>			
	0.00	200	_	From:	Dead End]		NIA	1000
716	0.22	200	R	To:	03-708	NA 1		NA	1999
				From:					
747	0.32	50	R	110	Dead End	I NA		NA	07/29/2002
717)	0.02	50	11	To:	SR 159	1		IVA	0112012002
				From:	03-721				
(718)	0.12	170	R		03 /21	NA		NA	1999
				To:	0.12 ME 03-721	1			
710	0.15	60	R	From:	0.12 IVIE 03-721	NA		NA	08/05/2002
(718)	0.10	•		To:	03-702	1		10.	00/00/2002
				From:	Dead End				
719	0.23	20	R		Bout Ella	NA		NA	1999
				To:	03-661]			
				From:	03-692	1			
720	0.04	80	R			NA		NA	08/05/2002
\cup				To:	Dead End				
_				From:	03-687 SOUTH				-
721)	0.35	450	R			NA		NA	1999
				From:	03-704]			
721)	0.13	350	R			NA		NA	08/05/2002
				To:	03-695; Gap Terminus				
	0.00	20	_	From-	Dead End; Gap Terminus]		NIA	00/05/0000
721)	0.20	30	R			NA -		NA	08/05/2002
				To: From:	03-702	 			
721)	0.34	160	R			NA 1		NA	1999
				To:	03-718	<u> </u>			

					Allegrany Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()()	QK Dir Factor	AAWDT (QW Year
Alleghany County				From:	03-718	1			
721)	0.09	320	R		05 ,10	NA		NA	08/05/200
\bigcirc				To	03-687 NORTH				
\bigcirc	0.05	00		From:	SR 269]		NIA	4000
722	0.05	80	R	To:	Dead End	NA 1		NA	1999
				From:	Dead End				
723	0.44	100	R			NA		NA	07/11/200
\bigcirc				To:	SR 269				
	0.50	200	R	From:	Dead End]		NΙΔ	1000
724	0.50	280	ĸ	To:	03-661	NA 1		NA	1999
				From:	03-635 SOUTH				
725)	0.07	60	R			NA		NA	07/11/200
				To: From:	0.07 MN 03-635 S	}			
725	0.28	30	R			NA		NA	1999
				To:	03-635 NORTH	<u> </u>			
(707)	0.13	200	R	From:	Botetourt County Line	J NA		NA	07/11/200
(727)	0.10	200		To:	Dead End]		14/1	077117200
				From:	03-680 NORTH]			
728	0.25	30	R			NA		NA	1999
				To:	03-680 SOUTH	<u> </u>			
700	0.23	940	R	From:	03-731	J NA		NA	08/05/200
729	0.23	340	IX.	To:	02.720	1		INA	00/03/200
(729)	0.07	1100	R	From:	03-730	NA		NA	1999
(123)				To:	03-687	1			
				From:	03-732]			
730	0.35	120	R			NA		NA	08/05/200
	2.42			From:	03-729				4000
730	0.10	80	R	To:	Dead End	NA 1		NA	1999
				From:	Cul-de-Sac	<u>. </u>			
(731)	0.15	120	R		ear de bae	NA		NA	08/05/200
				To: From:	03-729	 			
(731)	0.15	650	R			NA		NA	08/15/200
				To:	Dead End				
	0.35	160	R	From:	03-729	J NA		NA	1999
732	0.00	100		To:	03-730	1		14/-4	1000
				From:	03-1101				
750	0.25	1100	R			NA		NA	1999
				Tn·	Dead End	<u> </u>			
770	0.75	80	R	From:	SR 269	NA		NA	07/11/200
770	0.73	OU	ĸ	To	0.75 ME OD 000	1NA 1		INA	01/11/200/
(770)	0.70	10	R	From:	0.75 ME SR 269	NA		NA	07/11/200
770	3.70			To:	1.45 ME SR 269	1			3
(770)	2.80	10	R	From:	1.75 NIE 5K 207	NA		NA	07/11/200
				To:	Rockbridge County Line]			
\bigcirc			_	From:	03-625				
771)	0.10	110	R	To:	Dood End	NA 1		NA	1999
				']	Dead End	<u> </u>			

					Allegnany Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	OC.	QK Dir Factor	AAWDT QW	/ Year
Alleghany County				From:	US 60				
(772)	0.52	430	R			NA		NA	08/01/200
				To	Dead End				
	0.30	40	R	From:	Dead End] NA		NA	07/29/200
773	0.30	40	K	To:	03-616]		INA	077297200
				From:	Dead End				
774)	0.20	6	R			NA		NA	07/11/200
				From:	03-691]			
774	0.13	210	R	To:	GD 40	NA T		NA	1999
				From:	SR 42 03-616				
775)	0.15	80	R		03-010	J NA		NA	07/25/200
				To:	Dead End				
$\widehat{}$				From:	SR 269				
776	0.37	30	R	To:	SD 260	NA T		NA	1999
				From:	SR 269	1			
777	0.64	50	R		Dead End	NA NA		NA	07/11/200
				To:	03-850				
				From:	03-790				
778)	0.10	210	R			NA		NA	1999
	2.22			From:	03-789				
778)	0.08	340	R			NA -		NA	08/05/200
	0.60	660	R	From:	03-700 WEST	NA NA		NA	1999
778	0.00	000	IX.	To:	02 700 FACT	7		INA	1999
779	0.15	940	R	From:	03-700 EAST	NA		NA	08/05/200
778)				To	US 220				
				From:	03-626				
780	0.15	50	R	To:	00.550	NA T		NA	1999
				From:	03-662				
(781)	0.10	110	R		03-661	NA		NA	08/01/200
,01)				To:	0.10 MN 03-661	1			
781)	1.81	110	R	From:	0.10 1411 (03 001	NA		NA	08/01/200
				To:	West Virginia State Line				
	4.46	000	_	From:	Dead End	J		NIA	00/04/000
782	1.42	200	R	To:	03-661	NA T		NA	08/01/200
				From:	SR 18				
783)	0.25	150	R		SACIO	NA		NA	1999
				To:	Dead End				
\bigcirc	0.00	700	-	From:	US 60			NIA	07/05/00/
784	0.20	730	R	To:	Dead End	NA T		NA	07/25/200
				From:	SR 18				
785	0.09	50	R		DK 10	NA NA		NA	1999
				To:	Dead End				
\bigcirc			_	From:	SR 18	J			0=105:=5
786	0.10	10	R	To:	Dead End	NA T		NA	07/29/200
				From:	Dead End Dead End				
	0.10	4	R	<u> </u>	Dead Elid	NA NA		NA	07/29/200
787)				To	SR 18				

					Allegrany Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC OK	AAWDT QW	V Year
Alleghany County				From:	SR 18 SOUTH			
788	0.35	80	R	<u></u>		NA	NA	07/29/200
				To:	03-1601			
788	0.15	150	R			NA	NA	1999
				To:	SR 18 NORTH			
	0.07	450	_	From:	03-778) NA	NIA	00/05/000
789	0.07	150	R	To:	03-790	NA 1	NA	08/05/200
				From:	Cul-de-Sac			
790	0.11	60	R		ear at suc	NA	NA	1999
				To: From:	03-778			
790	0.29	40	R	PIOIII.		NA	NA	08/05/200
				To:	03-789			
\bigcirc				From:	Dead End			
791	0.40	50	R	To:	03-684	NA 1	NA	1999
				From:	03-648			
792	0.15	1200	R		03-048	I NA	NA	07/22/200
192)	00			To	03-690	<u></u>		0.7227200
792	0.05	450	R	From:	03-090	NA	NA	1999
(132)				To:	03-647]		
				From:	Dead End			
795)	0.90	70	R	_		NA 1	NA	08/15/200
<u> </u>				To:	03-616			
	0.31	1100	R	From:	03-1104	J NA	NA	1999
797)	0.51	1100	IX.	To:	Dead End]	INA	1999
				From:	Dead End			
830	0.90	130	R			NA	NA	08/05/200
				To:	03-687			
\bigcirc			_	From:	Botetourt County Line			
835	0.44	130	R	To:	03-1710	NA 1	NA	07/15/200
				From:	Ramp From I-64	<u> </u>		
(850)	5.15	120	G	98%	1% 1% 0% 0% 0%	C 0.149 F 0.706	120 G	2003
				To:	Rockbridge County Line			
				From:	Dead End			
(1001)	0.11	20	R			NA	NA	07/22/200
<u> </u>				From:	03-1006			
(1001)	0.10	160	R			NA	NA	07/22/200
\bigcirc	0.05			From:	03-1007	<u></u>		4000
(1001)	0.05	20	R	To:	Dead End	NA 1	NA	1999
				From:	03-696 WEST			
(1002)	0.33	100	R		03-090 WES1	I NA	NA	07/22/200
				To-	03-1006]		
(1002)	0.08	160	R	From:	03-1000	NA	NA	1999
				To:	03-1007]		
(1002)	0.06	460	R	From:	05 1007	NA	NA	07/22/200
\bigcirc				To	03-1008	1		
1002	0.03	540	R	From:		NA	NA	1999
				To:	03-696 MID			
4000	0.02	220	R	From:	03-696 EAST] NA	NA	07/18/200
1002	0.02	220	11	To:	03-1011	IN/S	INA	01/10/200
					** - * - * - * - * - * - * - * - * - *	•		

					Alleghany Mainte					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+A	Truck Axle 1Trail 2Trail	\sim	QK Dir r Facto	AAWDT G	W Year
Alleghany County				From:			i			
(1002)	0.05	300	R		03-101	.1	NA		NA	1999
<u></u>				To: From:	03-101	10				
1002	0.10	350	R				NA		NA	07/18/2002
	0.17	E 0		From:	03-101	12	NA NA		NIA	1000
(1002)	0.17	50	R	To:	02.100). -	INA		NA	1999
(1002)	0.03	20	R	From:	03-100	13	NA		NA	07/18/2002
				To:	Dead E					
(100)	0.12	70	R	From:	Dead E	nd	NA NA		NA	1999
1003	0.12	70	K	To	03-1007 Gap	Terminus	NA.		IVA	1999
	0.00	70	R	From:	03-1008 Gap	Γerminus	NΑ		NΙΔ	07/22/200
1003	0.08	70	K	To:	02.100	20	NA L		NA	0112212002
(1003)	0.09	120	R	From:	03-100	19	NA		NA	1999
				To: From:	03-101	11	}			
(1003)	0.10	90	R				NA		NA	07/22/2002
				To: From:	03-101					
(1004)	0.07	50	R	r tom.	Dead E	na	NA NA		NA	1999
<u> </u>				To	03-100)7	ļ			
1004	0.06	70	R	riom.			NA		NA	07/22/2002
_				From:	03-100)8	 			
1004	0.07	80	R				NA .		NA	1999
(100)	0.09	70	R	From:	03-100	19	NA		NA	07/22/2002
(1004)	0.00			To:	03-101	11				0112272001
(1004)	0.08	140	R	From:	03-101	.1	NA		NA	1999
<u> </u>				To: From:	03-101	10]			
(1004)	0.04	40	R	To:	D 1F		NA I		NA	07/22/2002
				From:	Dead E					
1005	0.17	70	R		Dead E	nd	NA NA		NA	1999
				To:	03-100)7	-			
(1005)	0.07	90	R				NA		NA	07/22/2002
	0.00			From:	03-100)8	<u> </u>			1000
1005	0.06	90	R	. —			NA 1		NA	1999
(1005)	0.08	80	R	From:	03-100	19	NA		NA	07/22/2002
(1003)				To	03-101	11	<u> </u>			
(1005)	0.05	40	R	From:	05 101		NA		NA	1999
<u> </u>				To: From:	Dead End; Gap	Terminus	 			
1005	0.02	20	R	To:	03-100	12	NA I		NA	07/18/2002
				From:						
(1006)	0.03	60	R	<u> </u>	03-100	14	NA		NA	1999
				To- From:	03-100)1				
(1006)	0.02	260	R				NA		NA	07/22/2002
				To:	03-69					
(1007)	0.01	90	R	From:	Dead E	nd	NA NA		NA	1999
1007)				To-	03-100)5	14/4			
						·			· · · · · · · · · · · · · · · · · · ·	

Route	Length	AADT	QA	4Tire	Bus	Truc 2Axle 3+Axle		()('	K Factor	QK	Dir Factor	AAWDT	QW	Year
Alleghany County				From:		03-1005								
(1007)	0.05	140	R	<u> </u>		05-1005			NA			NA		07/22/2002
	0.05	040	_	To: From:		03-1004			NIA			NIA.		1000
1007	0.05	240	R	To:		02 1002			NA			NA		1999
(1007)	0.07	300	R	From:		03-1003			NA			NA		07/22/2002
				To: From:		03-1002								
(1007)	0.03	220	R	To:		03-1001			NA			NA		1999
<u> </u>				From:		Dead End								
(1008)	0.03	40	R					i	NA			NA		07/22/2002
(1008)	0.07	100	R	From:		03-1005			NA			NA		1999
(1008)				To:		03-1004								
(1008)	0.05	160	R	From:				!	NA			NA		07/22/2002
0				To: From:		03-1003								
1008	0.05	170	R	To:		03-1002			NA			NA		1999
				From:		03-1013								
1009	0.04	110	R						NA			NA		07/22/2002
	0.05	160	R	From		03-1005			NA			NA		07/22/2002
(1009)	0.00	100		To:		03-1004			INA			14/-4		0112212002
(1009)	0.05	300	R	From:		05-1004			NA			NA		1999
				From:		03-1003								
1009	0.08	320	R					İ	NA			NA		07/22/2002
(1009)	0.03	20	R	From:		03-696			NA			NA		1999
				To:		Dead End								
\bigcirc	0.05	80	R	From:		03-1002			NA			NA		07/18/2002
1010	0.05	00	ĸ	To		03-1003			INA			INA		07/10/2002
(1010)	0.05	100	R	From:		03-1003			NA			NA		1999
				From:		03-1004								
1010	0.01	10	R	To:		Dead End		1	NA			NA		1986
				From:		Dead End								
1011)	0.06	40	R						NA			NA		1999
	0.05	150	R	From:		03-1005			NA			NA		07/22/2002
1011)	0.05	150	ĸ	To		02 1004	1		INA			INA		0112212002
1011)	0.05	260	R	From:		03-1004			NA			NA		1999
				To: From:		03-1003								
(1011)	0.10	390	R	To:		03-1002		Ì	NA			NA		07/22/2002
				From:		03-1002								
(1012)	0.08	40	R					i I	NA			NA		1999
				To: From:		Dead End								
(1013)	0.04	60	R			Dead End		I	NA			NA		07/22/2002
				To: From:		03-1009								
1013	0.08	40	R	To:		Dead End	1	ĺ	NA			NA		07/22/2002
						Dead End								

					Alic	griany Maintenance Area	а							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		()(:	K actor	QK	Dir Factor	AAWDT	QW	Year
Alleghany County				From:		03-1104	1							
1101)	0.23	260	R	<u> </u>		03-1104			NA			NA		1999
				To: From:		0.23 ME 03-1104								
(1101)	0.09	120	R						NA			NA		1999
(4104)	0.10	130	R	From:		03-1103			NA			NA		07/22/200
(1101)	0.10		•••	To:		03-1102								
1101	0.26	2300	R	From:		03 1102			NA			NA		1999
				From:		03-1107	-							
1101)	1.33	2300	R						NA			NA		07/22/200
1101)	0.25	3200	R	From:		03-696			NA			NA		03/14/200
				To:		FR-205								
	0.00	0.400		From:		03-1104			NIA			NIA		07/00/00/
1102	0.06	2400	R	To:		03-1101			NA			NA		07/22/200
				From:		03-1104								
1103	0.06	70	R	To:		03-1101			NA			NA		1999
				From:		US 60	1							
1104	2.95	3000	R				<u>.</u>		NA			NA		07/22/200
_				To: From:		03-1109								
1104	0.05	2100	R						NA			NA		1999
1104	0.18	2500	R	From:		03-1108			NA			NA		07/22/200
1104)				To:		03-1101								0.722,200
1104	0.23	2500	R	From:			<u>.</u>		NA			NA		1999
				From:		03-1103	-							
1104	0.12	2400	R						NA			NA		07/22/200
1104	0.08	60	R	From:		03-1102	-		NA			NA		1999
				To:		Dead End								
\bigcirc	0.00	450		From:		03-1109 SOUTH			NIA			NIA		07/00/00
1105	0.06	150	R	To:		02.1107			NA			NA		07/22/200
1105	0.24	120	R	From:		03-1106			NA			NA		1999
				To:		03-1109 NORTH								
	0.05	40	R	From:		Dead End			NA			NA		07/22/200
1106	0.00			To:		03-1105			IVA			IVA		011221200
				From:		Dead End								
1107	0.23	1700	R	To:		03-1101			NA			NA		1999
				From:		03-1101								
1108	0.66	250	R						NA			NA		07/22/200
				To:		03-1104]							
1109)	0.32	450	R	From:		03-1104			NA			NA		1999
		-		To:		03-1105 SOUTH								
1109	0.05	140	R	From:					NA			NA		07/22/200
1109)				From:		03-1108								
(1109)	80.0	160	R	To:		03-1105 NORTH			NA			NA		1999
				1		OJ-110J INOKIII								

					Allegrany Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2	2Trail	QC K Factor	QK Dir Factor	AAWDT Q	W Year
Alleghany County				From:	03-1105 NORTH	1				
(1109)	0.12	100	R	_			NA		NA	07/22/2002
				Tn·	Dead End					
	0.14	670	R	From:	Dead End		NA		NA	03/14/200
1110	0.14	670	K	To:	03-1107		INA		INA	03/14/200
				From:	03-1108					
1112	0.17	80	R				NA		NA	07/22/200
				To:	Dead End					
	0.44	130	R	From:	03-628 NORTH		NA		NA	1999
1201	0.44	100		To:	02 1202		IVA		IVA	1000
(1201)	0.07	360	R	From:	03-1203		NA		NA	07/22/200
(1201)				To	03-1202					
(1201)	0.06	470	R	From:	05-1202		NA		NA	1999
				To:	03-628 SOUTH					
\bigcirc				From:	03-628					
1202	0.10	60	R	To:	03-1201		NA		NA	07/22/2002
				From:	Cul-de-Sac					
(1203)	0.13	140	R		Cui-uc-suc		NA		NA	1999
				To:	03-1201					
\bigcirc				From:	BEGIN LOOP					
1206	0.31	510	R				NA		NA	07/25/200
	0.00	040	_	From:	03-1208		NIA		NI A	4000
1206	0.06	610	R				NA		NA	1999
	0.15	690	R	From:	03-1207		NA		NA	07/25/2002
(1206)	0.13	030	IX.	To:	03-653		INA		INA	0112312002
				From:	Cul-de-Sac					
(1207)	0.03	50	R				NA		NA	1999
				To:	03-1206					
	0.03	50	R	From:	Cul-de-Sac		NA		NA	1999
1208	0.03	30	K	To:	03-1206		INA		INA	1999
				From:	SR 18					
(1211)	0.21	100	R				NA		NA	1999
				To: From:	03-1212					
(1211)	0.02	20	R				NA		NA	07/25/2002
				To: From:	Dead End					
(1212)	0.07	40	R	FIOIII.	03-1211		NA		NA	1999
(1212)	0.07			To:	Dead End					1000
				From:	Cul-de-Sac					
(1215)	0.17	190	R				NA		NA	07/25/2002
_				From:	03-1217					
(1215)	0.10	360	R				NA		NA	1999
$\overline{}$	0.40	400		From:	03-1216	}	NI A		NΙΛ	07/05/0000
1215	0.19	420	R				NA		NA	07/25/2002
	0.09	750	R	From:	03-1219		NA		NA	1999
(1215)	0.09	750	Γ	To	02 1212		INA		INA	1333
(1215)	0.23	750	R	From:	03-1218		NA		NA	07/25/2002
(1215)	3.20			To:	SR 18					
·	-									·

					Alleghany Main									
Route	Length	AADT	QA	4Tire	Rus	Truck Axle 1Trail 2		QC F	K actor	QK	Dir Factor	AAWDT	QW	Year
Alleghany County				From:	Cul-de	Sac								
(1216)	0.03	60	R	<u></u>	Cui-uc	-Sac			NA			NA		1999
				To:	03-12	215								
\bigcirc	0.02	AE	_	From:	Cul-de	-Sac			NIA			NIA		1000
(1217)	0.02	45	R	To:	03-12	215			NA			NA		1999
				From:	03-12									
(1218)	0.08	120	R						NA			NA		1999
_				From:	03-12	219								
1218	0.03	50	R	To:	0.1.1	C			NA			NA		1999
				From:	Cul-de		_							
1219	0.18	60	R		03-12	.10			NA			NA		1999
				To:	03-12	215								
\bigcirc				From:	Dead	End								
1301)	0.30	6	R	To:	03-696; 0	13.1300			NA			NA		07/22/200
				From:	Dead									
(1302)	0.12	160	R	<u> </u>	Dead	Eng			NA			NA		1999
				To:	03-13	313	—							
1302	0.06	200	R						NA			NA		07/22/2002
				From:	03-13	306								
(1302)	0.06	360	R						NA			NA		1999
	0.00			From:	03-13	305								07/00/000
1302	0.06	370	R				_		NA			NA		07/22/2002
	0.06	380	R	From:	03-13	304			NA			NA		1999
(1302)	0.00	300	IX.	To:	03-6	96			INA			INA		1999
				From:	Dead	End								
(1303)	0.18	50	R						NA			NA		07/22/2002
				From:	03-13	313								
1303	0.06	140	R						NA			NA		1999
$\overline{}$	0.06	170	R	From:	03-13	306			NA			NA		07/22/2002
1303	0.00	170	K	To:	02.10	205			INA			INA		0112212002
(1202)	0.06	230	R	From:	03-13	305			NA			NA		1999
(1303)				To	03-13	304								
(1303)	0.06	260	R	From:	05-12	104			NA			NA		07/22/2002
				To:	03-6	96								
\bigcirc	0.00	50	_	From:	03-13	303			NIA			NIA		4000
(1304)	0.06	50	R	_					NA			NA		1999
	0.16	100	R	From:	03-13	502			NA			NA		07/22/2002
1304	0.10		.`	To:	03-6	96			1071			10.		0172272001
				From:	03-13	303								
(1305)	0.10	50	R			· · · · · · · · · · · · · · · · · · ·	_		NA			NA		1999
	<u> </u>			From:	03-13	302								A = (6 - 1 - 1
1305	0.10	30	R	То:	Dead	End	 1		NA			NA		07/22/2002
				From:	03-13									
(1306)	0.10	80	R		03-1.	.03			NA			NA		1999
				To: From:	03-13	302								
(1306)	0.09	70	R	-					NA			NA		07/22/2002
				To:	Dead	End								

					Bus 20 Allo 21 And a 1 Trail 2 Trail	K	Dir Dir		
Route	Length	AADT	QA	4 l ire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Factor	QK Factor	AAWDT QW	/ Year
Alleghany County				From:	Dead End	j			
(1307)	0.18	1100	R			NA		NA	1999
	0.00	4400		To: From:	03-9012	<u> </u>			4000
(1307)	80.0	1100	R	To	03-696; 03-9012 NORTH	NA 1		NA	1999
				From:	Dead End				
1308	0.15	50	R		2000	NA		NA	07/22/200
				To	03-616				
\bigcirc	0.07	NA		From:	Dead End	NIA.		NIA	
1309	0.07	NA		. —		NA		NA	
1309	0.05	90	R	From:	03-1316	NA		NA	1999
1309)	0.00	•		To:	03-696; 03-1301]			1000
				From:	03-696				
1310	0.09	70	R	_		NA		NA	07/22/200
				To:	Dead End				
	0.35	320	R	From:	Dead End] NA		NA	1999
1312	0.55	320	IX.	To	03-696]		IVA	1999
				From:	03-1303				
1313	0.10	70	R	_		NA		NA	07/22/200
				To:	03-1302				
	0.05	4300	R	From:	03-696	NA		NA	1999
(1314)	0.03	4300	K	т.,		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		NA	1999
1314	0.14	3200	R	From:	03-1315	NA		NA	07/22/200
(1314)	• • • • • • • • • • • • • • • • • • • •			To:	Dead End]			017227200
				From:	03-1314				
1315	0.14	880	R	. —		NA		NA	1999
				To:	Dead End				
(1316)	0.11	40	R	From:	03-1304] NA		NA	1999
(1316)	0.11			To:	03-1309]			1000
				From:	End Circle 03-627				
(1401)	0.35	60	R			NA		NA	07/11/200
<u> </u>				To: From:	03-627 End Loop]			
(1401)	0.05	190	R	To:	03-662	NA 1		NA	1999
				From:	03-671				
(1402)	0.09	90	R		03-0/1	I NA		NA	07/11/200
				To: From:	03-626				
(1402)	0.06	80	R	From:		NA		NA	1999
\bigcirc				To:	03-1403				
	0.05	120	R	From:	03-780	NA		NA	07/11/200
1403	0.05	120	ĸ	_{T.}	TIG (A PY)	IN <i>A</i> 1		INA	01/11/200
(1403)	0.05	110	R	From:	US 60 BUS	NA		NA	1999
1403				To:	03-1402				
				From:	Dead End				
(1404)	0.03	240	R			NA		NA	07/11/200
				To:	US 60 BUS; 03-662	1			
(105)	0.10	90	R	From:	03-629] NA		NA	1999
(1405)	0.10	50	11	To	Cul-de-Sac			INC	1000
					***	•			

					Alleghany Maintenance Area				
Route	Length	AADT	QA	4Tire	BusTruck	OC.	QK Dir Factor	AAWDT QV	V Year
Alleghany County				From:					
(1406)	0.07	120	R	From:	03-1407	NA		NA	07/11/2002
(1406)	0.07	.20		To:	03-627			10.	0771172001
				From:	Cul-de-Sac				
(1407)	0.02	40	R	To:	02.1407	NA NA		NA	1999
				From:	03-1406 Dead End				
(1408)	0.37	340	R		Dead Elid	NA NA		NA	07/11/2002
1.439				То:	03-629				
				From:	03-788				
(1601)	0.80	150	R	To:	Dood End	NA		NA	1999
T. C.				10.	Dead End				
Town of Iron Gate				From:	03-1706				
(1701)	0.05	140	R			NA		NA	07/11/2002
				To:	03-1711				
(1700)	0.06	47	R	From:	03-1708	NA NA		NA	1999
(1702)	0.00	41	ĸ	To.	110 000	INA		INA	פפפו
(1702)	0.06	120	R	From:	US 220	NA		NA	07/11/2002
(1702)	0.00	.20		To:	03-1706			10.	0171112002
(1702)	0.05	130	R	From:	03-1700	NA		NA	1999
				To:	03-1711	\Box			
				From:	03-1708				
(1703)	0.05	100	R			NA		NA	07/11/2002
				To: From:	US 220				
1703	0.06	230	R			NA		NA	1999
	0.05		_	From:	03-1706			NIA	07/44/0000
1703	0.05	90	R	To:	03-1711	NA NA		NA	07/11/2002
				From:	Dead End	1			
(1704)	0.06	130	R	<u> </u>		NA		NA	07/11/2002
				From:	US 220	<u> </u>			
(1704)	0.05	90	R			NA		NA	1986
				To:	03-1706				
	0.05	810	R	From:	US 220; Botetourt County Line	NA		NA	07/11/2002
1705)	0.03	010	K		22.470.5	INA		INA	07/11/2002
(1705)	0.65	680	R	From:	03-1706	NA		NA	1999
(1705)	0.00			То:	Dead End			14/1	1000
				From:	03-1705				
(1706)	0.07	210	R			NA		NA	07/11/2002
<u> </u>				To: From:	03-1704				
(1706)	0.08	220	R			NA		NA	1999
	2.25	045		To: From:	03-1709	<u> </u>			071/1/0055
1706	0.06	310	R			NA		NA	07/11/2002
	0.45	200		From:	03-1708	NA		NA	1999
(1706)	0.15	290	R			NA		INA	1999
4700	0.10	320	R	From:	03-1707	NA		NA	07/11/2002
(1706)	0.10	320		To:	02 1702			1.1/1	
(1706)	0.09	340	R	From:	03-1703	NA		NA	1999
1700				То:	03-1702				

					Alleghany	Maintenance A	Area							
Route	Length	AADT	QA	4Tire	Rue	Truck e 3+Axle 1T		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Iron Gate				From:		02 1702	-							
(1706)	0.09	420	R			03-1702			NA			NA		07/11/2002
				To: From:		03-1701								1000
1706	0.10	420	R	To:		US 220			NA			NA		1999
				From:		03-1708								
(1707)	0.05	80	R						NA			NA		07/11/2002
(1707)	0.05	260	R	From:		US 220			NA			NA		1999
				From:		03-1706								
(1707)	0.05	150	R	To:		02.1711			NA			NA		07/11/2002
				From:		03-1711								
1708)	0.09	50	R	From:		03-1702			NA			NA		1999
				To: From:		03-1703								
1708	0.20	20	R						NA			NA		07/11/2002
1708	0.05	110	R	From:		US 220			NA			NA		1999
				To:		03-1706	1							
(1708)	0.05	40	R	From:		03 1700			NA			NA		07/11/2002
				To:		03-1711								
				From:		US 220								
(1709)	0.05	150	R						NA			NA		1999
				From:		03-1706								0=11110000
(1709)	0.05	60	R	To:		03-1711	1		NA			NA		07/11/2002
Allanhama Camata						03-1/11								
Alleghany County				From:		Dead End								
(1710)	0.34	210	R	-					NA			NA		1999
				To: From:		03-1712								
1710	0.02	220	R	_					NA			NA		07/15/2002
				To:	N	CL Irongate								
Town of Iron Gate				From:	N	CL Irongate								
(1710)	0.13	280	R	<u> </u>		CD Hongare			NA			NA		1999
				To: From:		03-1715	1							
(1710)	0.05	380	R						NA			NA		07/15/2002
				To:	W	CL Irongate								
Alleghany County				From:	W	CL Irongate								
(1710)	0.11	470	R	<u> </u>	VV	CL Holigate			NA			NA		1999
	-	_		To:		03-1716								
(1710)	0.05	570	R	From:		03-1/10			NA			NA		07/15/2002
				To:		03-701								
Town of Iron Gate														
	0.00	20	_	From		03-1709			NIA			NIA		1000
(1711)	80.0	30	R	To:		03-1708	1		NA			NA		1999
				From:	Dead Er	id; Gap Terminus	3							
(1711)	0.06	80	R				_		NA			NA		07/11/2002
				From:		03-1707	}							
(1711)	0.10	110	R						NA			NA		07/11/2002
<u> </u>				From:		03-1703								
(1711)	0.10	110	R	To:		02 1702			NA			NA		1999
						03-1702								

					Alle	ghany Maintena								
Route	Length	AADT	QA	4Tire	Bus		ruck e 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Iron Gate				From:		03-1702	Ī							
(1711)	0.09	120	R	<u>L</u>		03-1702			NA			NA		07/11/2002
				To: From:		03-1701								
(1711)	0.16	47	R	To		Dead End			NA			NA		1999
Alleghany County				*										
	0.06	30	R	From:		03-1716			NA			NA		07/15/2002
1712	0.00			To		03-1715	-		147 (107		0171072002
(1712)	0.06	30	R	From:					NA			NA		1999
				To:		03-1710								
(1742)	0.06	20	R	From:		03-1717			NA			NA		07/15/2002
1713	0.00			To:		03-1716			147 (107.		0171072002
1713	0.06	20	R	From:		03-1710			NA			NA		1999
				To:		03-1715								
\bigcirc	0.05	70		From:		03-1717			NIA			NIA		07/45/0000
1714	0.05	70	R	To		03-1716	1		NA			NA		07/15/2002
				From:		03-1710	1							
(1715)	0.03	140	R	<u></u>					NA			NA		1999
				To: From:		03-1713	-							
1715)	0.09	80	R						NA			NA		07/15/2002
	2.25			From:		03-1712								4000
1715	0.05	40	R	To:		Dead End	1		NA			NA		1999
				From:		03-1710	•							
1716	0.03	160	R	<u> </u>					NA			NA		07/15/2002
				To: From:		03-1714	-							
1716	0.08	90	R						NA			NA		1999
	2.22			From:		03-1713]-							07/45/0000
(1716)	0.09	50	R	_					NA			NA		07/15/2002
(1716)	0.04	30	R	From:		03-1712			NA			NA		1999
(1716)	0.01			To:		Dead End								1000
				From:		03-1714								
(1717)	0.07	70	R	To:		03-1713	1		NA			NA		07/15/2002
				From:		SR 18								
9011)	0.11	230	R			5K 16			NA			NA		03/14/2002
				To:		SR 18								
\bigcirc	0.00	20	_	From:		03-1307			NIA			NIA		00/44/0000
9012	0.08	30	R	To:		03-696; 03-13	07		NA			NA		03/14/2002
				From:		FR-00205(B)	-							
9036	0.04	NA							NA			NA		
				Tn·	•	Dead End/	1							
0577	0.07	260	R	From:		03-640			NA			NA		03/14/2002
9577	0.07			To:		Dead End			1 1/-1					
	<u> </u>			From:		03-633								
9876	0.18	580	R			OT 200			NA			NA		03/14/2002
				lo:		SR 269; 03-63	33							

					Airc	griarry maintena	IICC AICE	4							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle		2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Alleghany County				From:		03-683		1							
(9881)	0.15	300	R			03-083				NA			NA		03/14/2002
				To:		03-661									
Town of Clifton Forge				r			10								
(3550) Church Street	0.12	NA		From:	I.	SR 188-P Commerci	al Street			NA			NA		
Church Street	···-			To:		105-3553 Jeffersor	ı Ave		<u></u>						
Church Chroot	0.00	4700	•	From:	00/	Jefferson St	00/	00/	•	0.000	_	0.070	4700	0	2002
(3550) Church Street	0.33	1700	G	99% To:	0%	1% 0% A Street	0%	0%	C	0.093	F	0.679	1700	G	2003
				From:		SR 188; I-64		<u>.</u>							
3551 Sioux Ave	0.25	580	G	98%	0%	2% 0%	0%	0%	С	0.109	F	0.547	590	G	2003
105				To:		NCL Clifton Forge;	03-606								
				From:		US 60 Main S]						
(3553) Jefferson Ave	0.06	2400	G	97% To:	0%	0% 3%	0%	0%	F	0.095	F	0.6	2400	G	2003
				From:		Church Street Church St									
3553 Jefferson Avenue	0.21	2100	G	97%	0%	0% 3%	0%	0%	С	0.095	F	0.631	2100	G	2003
TUS				To: From:		Lowell St		-							
3553 Jefferson Avenue	0.15	2000	G	99%	0%	1% 0%	0%	0%	С	0.094	F	0.539	2100	G	2003
				To: From:		Kensington Av	re e								
3553 Jefferson Avenue	0.31	1500	G	99%	0%	0% 0%	0%	0%	С	0.097	F	0.591	1500	G	2003
				To: From:		Benton St									
(3553) Jefferson Avenue	0.09	1200	G	99%	0%	0% 0%	0%	0%	F	0.094	F	0.572	1300	G	2003
						Ingalls St									
(3555) Ingalls St	1.15	1100	G	From: 99%	0%	Main Street 0% 0%	0%	0%	C	0.098	F	0.55	1100	G	2003
(3555) Ingalls St	1.10	1100	Ŭ	To:	070	Jefferson Ave		070		0.000	•	0.00	1100	Ü	2000
City of Covington								-							
0.0%			_	From:	201	SR 18	201	201							
S Pitzer Ridge	0.37	590	G	99%	0%	1% 0%	0%	0%	C	0.094	F	0.695	630	G	2003
				From:		SCL Covingto									
(3605) W Edgemont Drive	0.67	3400	G	98%	1%	S Carpenter D 1% 0%	0%	0%	C	0.093	F	0.645	3700	G	2003
W Edgemont Drive				To:		Rayon Drive	-,,								
C Davisa Daiva	0.04	2400	•	From:	40/	W Edgemont Dr		00/	•	0.000	_	0.500	2700	0	2002
3605 S Rayon Drive	0.21	3400	G	97% To:	1%	1% 0% W Jackson Stre	1% et	0%	C I	0.092	F	0.563	3700	G	2003
				From:		S Rayon Drive									
(3605) W Jackson Street	0.43	4200	G	97%	0%	1% 1%	0%	0%	С	0.092	F	0.552	4600	G	2003
0				From:		S Willis Avenu									
3605 S Durrant Road	0.45	4800	G	98% To:	0%	1% 0%	1%	0%	С	0.088	F	0.58	5200	G	2003
T. ACMA F.				10.		I-64									
Town of Clifton Forge				From:		Church St									
A Street		1600	G							0.101	F		1600	G	2003
				To: From:		US 60									
A Street		2900	G			NCSX RR				0.084	F		2900	G	2003
				To:		US 60 Main Stre	eet		<u></u>						
				From:		3rd St.									
Alleghany St.		190	G						1	0.097	F	0.632	190	G	2003
				To:		2nd St.									
Chestnut St.		270	G	From:		Oak Hill Avenu	ie		ı	0.116	F	0.54	270	G	2003
Onestilut ot.		210	G	To		ECL Clifton For	rge			0.110	Г	0.54	270	G	2003
				From:		Revere St.	٠.	<u>'</u>							
				1											
Commercial Avenue		360	G							0.072	F	0.509	360	G	2003

				Alle	grianty iviaintenance Area	1							
Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
own of Clifton Forge			From:		Ingalls St	1							
Jefferson Ave	570	G	<u> </u>		nigans St	l		0.11	F	0.598	570	G	2003
			To:		Jackson Street								
			From:		US 60								
Oak Hill Avenue	1100	G						0.102	F	0.64	1100	G	2003
			To:		Chestnut Street								
D	4400	_	From:		Church St			0.007	_		4.400	_	000
Rose Ave	1400	G	To:		Lafayette St	1		0.087	F		1400	G	200
ty of Covington					Larayette St	·							
ty of Covington			From:		Cypress St								
Beverly Avenue	220	G						0.098	F		220	G	200
			To:		Cedar St								
O and are Other art	500	_	From:		Pocahontas Avenue			0.440	_		500	_	000
Cedar Street	530	G	To:		Greenbrier Avenue			0.119	F		530	G	200
			From:		E Madison Street	1							
Dollyann Drive	720	G	<u> </u>		E Madison Street			0.089	F		720	G	200
			To:		S Pond Avenue								
			From:		E Scotland Drive								
E Fairlawn Drive	120	G						0.119	F		120	G	200
			To:		S Carlton Drive								
		_	From:		S Powhatan Avenue							_	
E Gordon Street	220	G	To:		Cid. A	i		0.172	F		220	G	200
			From:		Smith Avenue	<u>_</u>							
E Gray Street	210	G	110		S Mound Avenue			0.131	F		210	G	200
L Gray Guroot	2.0		To:		S Pond Avenue			0.101	•		2.0	Ü	200
			From:		S Ohio Dr								
E Michigan Street	220	G						0.083	F		220	G	200
			To:		S Greenway Drive								
			From:		S Carlton Drive							_	
E Scotland Road	50	G	To:		E Faidana Daina	1		0.177	F		50	G	200
			From:		E Fairlawn Drive								
Forest Avenue	50	G	110		S Greenway Drive			0.148	F		50	G	200
1 01000711011100	33		To:		Dead End			0.110	•		00	Ü	200
			From:		W Riverside W								
N Lexington	1900	G						0.103	F		1900	G	200
			To:		Chestnut Street								
			From:		W Locust Street			-					
N Marion Street	510	G	To		W Hawthorne Street	1		0.107	F		510	G	200
			From:										
N. Rockbridge Ave.	120	G	110		E. Willow St.			0.136	F	0.546	120	G	200
14. 1 tookbridge / tvo.	.20		To:		E. Cedar St.			0.100	•	0.010	120	Ü	200
			From:		Cedar Street								
Pocahontas Avenue	440	G						0.142	F		440	G	200
			To:		McAllister Street								
			From:		E Scotland Road				_			_	
S Carlton Drive	170	G	To:		E Friday D			0.095	F		170	G	200
			From:		E Fairlawn Drive	l							
S Greenway Drive	470	G	1 10III.		E Michigan Street			0.092	F		470	G	200
3 Groonway Drive	7/0	•	To:		E Pennsylvania Street			0.002	•		710	5	200
					<u> </u>								

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Trai	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Covington				From:		Carpenter Drive	1						
S Trout Street		170	G			Carpenter Drive		0.145	F		170	G	2003
o modi olicci		170	J	To:		ECL Covington	1	0.140	•		170	J	2000
				From:		N Maple Avenue							
W Hawthorne Street		1800	G				_	0.098	F		1800	G	2003
				To:		N Court Avenue							
				From:		S Durant Road							
W Riverview Drive		520	G				4	0.111	F		520	G	2003
				To:		S Conrad Avenue							
				From:		E. Detroit Street							
Woodlawn Avenue		20	G					0.18	F	0.571	20	G	2003
				To:		E. Michigan Street							